

# RAILWAY AGE

APRIL 8, 1950

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In over 100 million miles of fast passenger service on the Burlington, a fleet of 86 General Motors Diesel locomotive units has handled scheduled runs better than 95% of their assigned time. Four of the earliest units have completed more than four million miles each. Unsurpassed performance explains why General Motors locomotives are first choice in the rapid dieselization programs of America's leading railroads.

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# flip a chilled car wheel

and it's heads you win, tails you can't lose.

## take the side of initial cost

The cash savings from the lower price of chilled car wheels are especially welcome right now. These savings are realized on *purchase*; help improve current earning statements.

## or the other side—overall cost

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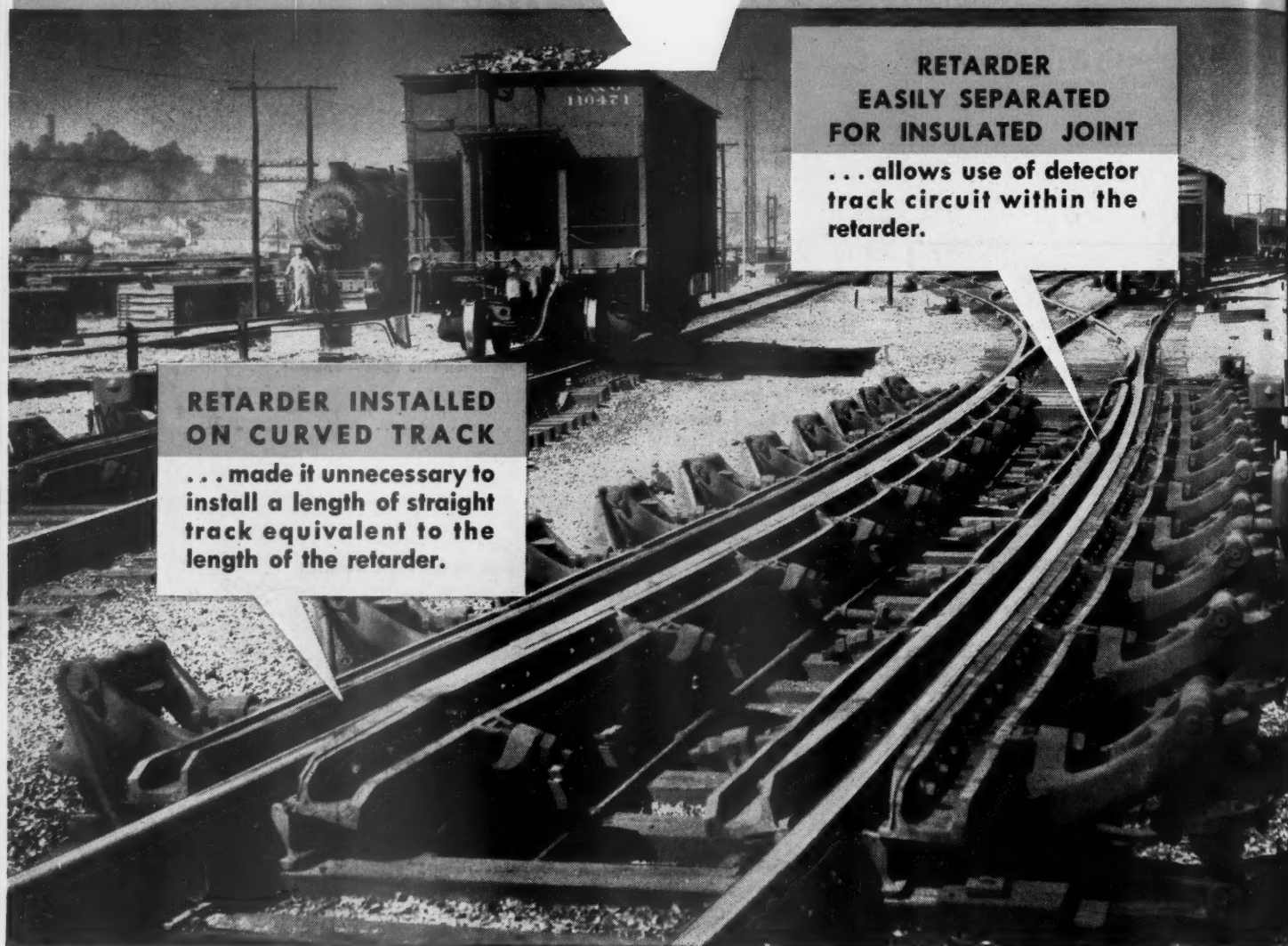
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# Space Saving Features of "UNION" Retarders MADE THIS YARD EXPANSION POSSIBLE



## RETARDER INSTALLED ON CURVED TRACK

... made it unnecessary to install a length of straight track equivalent to the length of the retarder.

## RETARDER EASILY SEPARATED FOR INSULATED JOINT

... allows use of detector track circuit within the retarder.

Recently the Chesapeake and Ohio Railway Company increased the number of classification tracks in their Russell Yard from 26 to 52 in order to handle a greater number of cars swiftly and efficiently.

Only a limited amount of space could be provided for the huge yard expansion . . . but by taking advantage of the space-saving features of "Union" Retarders, the railroad was able to construct a yard having exactly the characteristics desired. And, despite the 100% increase

in number of tracks, it was only necessary to increase the amount of retardation 14.1% . . . from 1323 ft.-8 in. to 1510 ft.-1 in. or 186 ft.-3 in. increase in rail feet of retardation.

Have you a similar yard problem? Get in touch with our nearest district office and we'll send an engineer to help you find the answer.

**UNION SWITCH & SIGNAL COMPANY**

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## WEEK AT A GLANCE

**MECHANIZED TRACK CLEANER:** There comes a time when every property benefits by a thorough housecleaning, and on a well-maintained and well-used railroad that time comes fairly often. Unlike their competitors using taxpayer-provided facilities, the railroads have to do their own tidying up, and the necessity is especially onerous around busy freight yards. Nowhere is it more important, from the standpoints of safety and efficiency and good morale, to keep debris down by maintaining high housekeeping standards. The difficulty, in these days of high labor costs, is to stay within any reasonable sort of budget while applying this principle. The E. J. & E. has found a way to cut down this debris removal expense to about one-third the 1948 figures. The secret of this accomplishment is the new and proficient equipment devised to do the work mechanically; it is the subject of the comprehensive illustrated article on page 32.

**NEWCOMEN SALUTES DAVIS:** An unusually large and distinguished company attended the Newcomen Society dinner in Washington, D. C., on March 31 to hear Atlantic Coast Line President Champion McD. Davis' discourse on the interesting history of that important railroad, with special emphasis on the past decade's developments which have brought it up to a high standard of physical condition and performance. The speaker was introduced by Commissioner W. J. Patterson, who revealed the number of years he had known Champ Davis—"during much but not all of which time we have been friends."

**REAL ESTATE DEALS:** New Englanders may have a reputation for conservatism, but once a new idea is accepted no time is lost in putting it to work—such at least is a reasonable conclusion from the activity of the New Haven in disposing of passenger station property at various points on its line. In an illustrated article (page 44), which reports the transactions arranged so far, we outline the measures the road is taking to maintain adequate facilities for its customers, including automobile parking areas where commuters require them.

**CAR LEASING PLAN EFFECTIVE:** The Atlantic Coast Line is the first railroad to sign up with Equitable Life under the recently disclosed plan by which the insurance company buys freight cars from the builder and leases them to the carrier. Pullman-Standard gets the order for 700 pulpwood cars and 600 covered hoppers. Details are reported in this issue's news pages.

**TO THE TOTALITARIANS' TASTE:** The notion still seems to prevail in some quarters—including people in government, in industry, and particularly in some union propaganda

nurseries—that the railroads are doing fairly well these days, financially, and that they should be happy with the rewards their labors are reaping. Such notions fail to jibe with the facts, of course, but it isn't often that those facts are set forth so clearly and objectively as in the recent comparative earnings compilations of New York's National City Bank. Here the net income for 1949 of 70 different categories of business is stated in terms of percentage of net assets; the railroads came in sixty-ninth, being elbowed out of last place by a slim margin. This week's leading editorial analyzes these significant data, which are even more impressive because they are in line with a 24-year trend offering little cheer to friends of private enterprise.

**NOTED IN THE NEWS:** The Florida East Coast reorganization proceedings go back to the I.C.C. for a new deal. . . . Eastern roads' proposal to cut specified steel rates to meet truck competition will get a hearing April 18. . . . Six A.A.R. sections are moving to Chicago from New York. . . . Second-quarter loadings are expected by the shippers boards to run 1.4 per cent higher than the same 1949 period. . . . Net for the first two months: \$2 million.

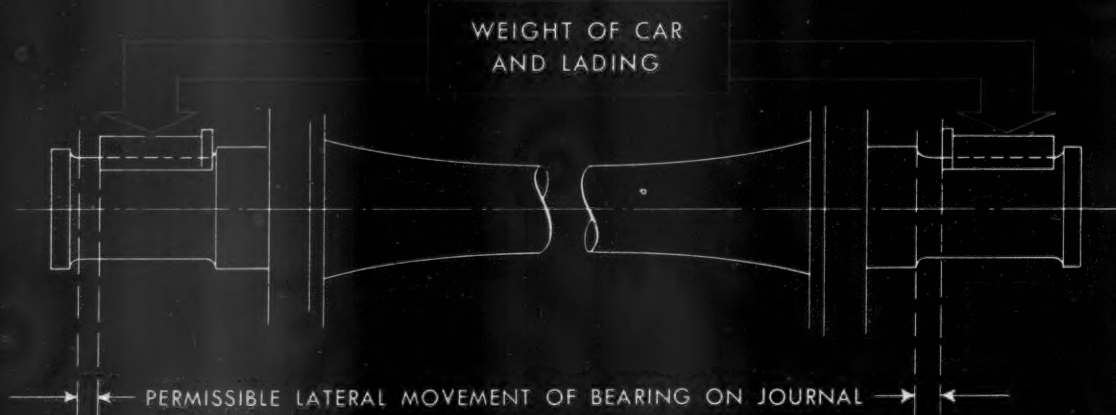
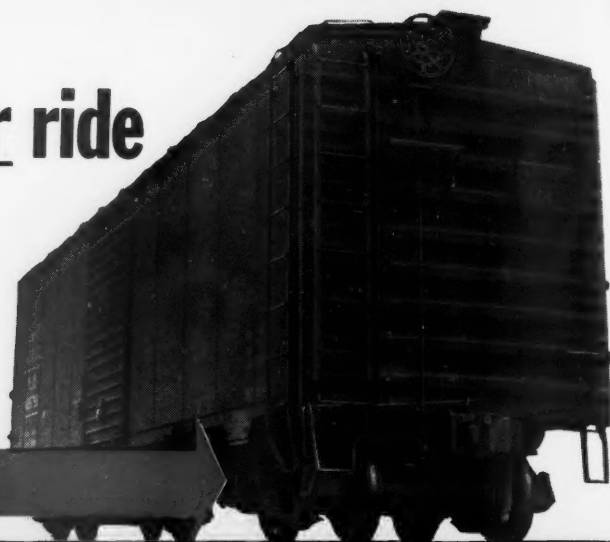
**WHAT BECAME OF THE LEA INVESTIGATION?:** Another full-fledged examination of the national transportation policy and its administration got under way this week in Washington, this time before a Senate subcommittee headed by Senator Myers. Our news pages include a summary of the opening testimony for the railroads by A.A.R. Vice-presidents Fort and Parmelee.

**DOUBLE-TRACK C.T.C.:** Some of the results of C.T.C. installations on single-track lines have been so spectacular that it is easy to overlook the equally significant gains in flexibility and regularity of train operation—all adding up to money in the till—achieved with C.T.C. in special situations on double track. Particularly where trains at some hours are bunched in one direction, it's a great help to all the operating people (and a substantial contribution to operating efficiency) to have a positive system for running trains in either direction on either track. One such application is described this week—page 40.

**NEW IDEA IN SNOW PLOWS:** A new arrangement of rotors and rakes characterizes an experimental Diesel-engine-driven snow plow which underwent its first severe road test last month on the Yellowstone branch of the Union Pacific in the Idaho mountains. This plow, described and illustrated in this issue (page 36), has been developed by the Bros Company at Minneapolis, where they know something about winter weather and the burden it imposes on railroads to keep their lines open.

# Lading gets a smoother ride when lateral shocks are absorbed

## HERE



That's why A. A. R. Solid Bearings give unequalled riding quality with any standard truck

No matter how good the roadbed, you can't get away from lateral shocks and vibration. But with A. A. R. solid journal bearings, the permissible lateral movement helps absorb these shocks before they reach the car and lading. By flexibly controlling — rather than rigidly opposing this inherent lateral thrust — the solid bearing gives lading the smoothest possible ride with any standard truck.

This is just one of the *many* advantages of the solid bearing — the dependable, low cost bearing that has no equal for railroad rolling stock.

*Write for additional data*

**MAGNUS METAL CORPORATION**

Subsidiary of NATIONAL LEAD COMPANY, New York, Chicago



Here's why  
America's Railroads  
have standardized  
on the solid  
journal bearing

**MAXIMUM DEPENDABILITY:** In high speed service, a record of 42,000,000 car miles without a "heating."

**LOWEST ACCELERATING AND RUNNING RESISTANCE:** Glides on a single film of oil, like a skater on ice.

**EASE OF MAINTENANCE:** Can be fully inspected or replaced *on the line*. No shopping required.

**UNIVERSAL INTERCHANGEABILITY:** Simple—dependable—economical—safe.

**LIGHT WEIGHT:** Saves over 100,000 lbs. dead weight per 100-car train.

**ROCK BOTTOM COST:** Saves over 25% on initial car cost — 96% on bearing replacement.

# RAILWAY AGE

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## WHY THE RAILROADS ARE SHY OF FUNDS FOR DESIRABLE IMPROVEMENTS

"What have the railroads to complain about? After all, didn't they do rather well in 1949?"—these questions were asked recently in private conversation by an able and conscientious government official who has much more knowledge of such matters than the average well-informed citizen.

The answers to these questions are provided conveniently in the monthly letter of the National City Bank of New York for April, which each year at this time reviews the percentage of net income to net assets (i.e., total investment less outstanding indebtedness) earned in the preceding year by representative firms in a wide range of American business and industry. This compilation shows that, in 1949, the net income of the Class I railroads was 3.2 per cent of net assets — as compared to earnings of 13.8 per cent by the manufacturing industry and of 8.7 per cent by the public utilities. The electric utility industry alone (operating companies only) earned an average of 9.5 per cent on its net assets.

### Only One Industry Did Worse

These comparative figures, compiled on the same basis for all industry, should afford sufficient evidence to convince anyone that the railroads did *not* do at all well in 1949, especially when it is remembered that these ratios exceed the rate of return on the *total* investment in such industries as the rail-

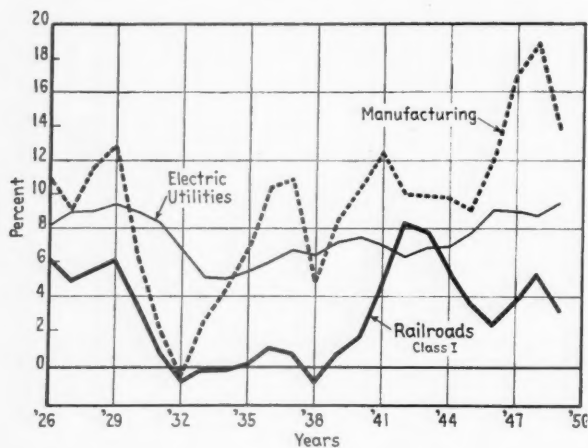
roads, which have a large proportion of their capital represented by bonds rather than by stocks. There was, indeed, only one other class of business in the whole list of 70 different varieties surveyed by the bank which did worse in 1949 than the Class I railroads — and that was the electric traction and bus operators.

The railroads are not a vanishing enterprise which can get along without an inflow of new capital. No other agency of transportation has yet offered to supplant them. None of the industry's ambitious rivals desires to do any more than relieve the railroads of some of their traffic, usually the most profitable part. The railroads have a constant need for funds to provide replacements and improvements, but they have no source of such funds except by such appeal as they can make to the private investor. What kind of inducement is the railroad industry, with its earnings of 3.2 per cent, able to offer to the investor who learns that he can get an average return of 9.5 per cent on his money if he puts it into the electric utilities or 13.8 per cent if he invests it in manufacturing?

The answer to this question is, of course, that — with the exception of a few favorably situated companies — the railroads cannot obtain any *new* funds from investors. They *can* get moderate supplies of new equipment by what amounts to the arrangement the English call the "hire-purchase" plan — so long



**Comparative Earnings of the Railroads,  
the Electric Utilities and Manufacturing in  
Per Cent of Net Assets, 1926-49**



Data Provided by Courtesy of the National City Bank of N.Y. — I.C.C. Original Source of Railroad Figures and Edison Electric Institute of Those on Electric Utilities.

as installment payments have a preferred claim on current earnings and title is withheld until the full purchase price is paid. It is fortunate that this device is available — since it permits the railroads to make some progress in keeping, at least, their equipment modern. But it does not help them at all in financing and improving their fixed plant — which is just as essential to efficient railroad service as is modern rolling equipment.

### A "Protracted Low"

One year's results are, to be sure, not conclusive. But the railroad industry's record over almost a quarter-century — compared with that of the utilities and the manufacturing industry — is, on the average, not any more alluring than its 1949 record in its appeal to the investor who is free to put his money wherever he pleases; and who is likely to prefer industries with favorable and dependable earnings records. The National City Bank has generously supplied us with its comparative earnings figures for the past 24 years. The contrast in the data is set forth in the accompanying chart.

They show that \$100 invested in railroad assets at the beginning of 1926, by the end of 1949, would have earned a total of \$74.20 (3.2 per cent a year); in the electric utilities an equal investment would have netted an aggregate of \$179.50 (7.5 per cent a year); and, in manufacturing, a 1926 commitment of \$100 would by now have accumulated \$224.20 (9.3 per cent a year). There is certainly no peculiar attractiveness, either in security of principal or in dependability of income, to justify an investor in preferring railroad investment to the electric utili-

ties, where the record shows he stands to earn more than twice the return; or to the manufacturing industry, where his earnings outlook is almost three times as great. Indeed, in seven consecutive years, 1932-38, during the 24-year period under review, the aggregate deficit suffered by the railroads in four of the years exceeded the net earnings in the other three. In only one of these years, 1932, did the publicly reported companies in the manufacturing industry suffer a deficit; and the electric utilities' earnings never were less than 5 per cent in the very worst year of the 24.

These figures are authoritative and objective. The inference from them seems clear beyond cavil — namely that the circumstances which have limited railroad earnings for the past quarter-century will not permit the industry to continue much longer as a privately financed enterprise. The rival agencies of transportation — waterways, highways, and air carriers — have no problem of financing their plant as the railroads do; they have a generous inflow of capital by *forced investment*. In other words, the tax collector provides them with the plant replacements and improvements they require.

## WHOM DOES THE SHOE FIT?

Whether the railroads are getting full value out of the highly specialized machines provided for the mechanization of maintenance-of-way work depends a good deal upon the way these machines are treated by the railroads. Some pointed comments on this subject were made recently in an article\* by a man who has devoted many years to the development, manufacture and sale of maintenance-of-way work equipment—Henry Talboys, vice-president in charge of the railway equipment division of the Nordberg Manufacturing Company. Mr. Talboys gave an informative account of the procedure, the problems—and the business hazards—connected with the development and introduction of new machines designed for railway maintenance work. In the early days, he said, money for the purchase of roadway machines was hard to get from "top brass," but the one thing that "kept many of us manufacturers plugging along in the face of slow progress in the acceptance of mechanization," was the "outspoken and freely-voiced appreciation of our efforts" by maintenance-of-way men.

Mr. Talboys reported that difficulties have been, and are being, encountered by the manufacturers in getting the railroads to adopt and use work equipment to its full efficiency. He did not pull his punches in giving the reasons for these difficulties or in placing responsibility for the failures that have occurred.

\* See the March issue of *Railway Engineering and Maintenance*.

Such failures, he explains, have caused many suppliers to feel that their efforts to help the railroads solve their problems have been partly nullified.

Some roads, for example, have no field force to keep their roadway machines in good running order. On many lines the repair of such machines, and the men in the field, are under the mechanical department—"a department which knows little about their field use and considers them mostly a nuisance." It is because of this situation, said Mr. Talboys, that the chief engineer of one of the largest Class I roads has purchased very little equipment in the last six years. The refusal to exempt equipment maintainers from "no-overtime" instructions during times of retrenchment, and the prevalence of red tape in handling repair parts for machines, were other obstacles to the efficient use of machines that were cited.

Again and again the point was made that only top management can initiate the measures required to correct such conditions as those mentioned above. He said that recently there has been a lot of talk by top executives about mechanization, including requests for new types of machines to increase production per man-hour, but to these executives he addresses this question: "What are you doing to help your maintenance-of-way people get more efficient use out of your roadway machines?"

Through his comments Mr. Talboys has fashioned a shoe of a certain shape and proportions; whether and whom it fits are questions that should be faced frankly and honestly.

---

## WHAT PRICE STATISTICS?

Most of the life of a businessman, the writers of biography tell us, is spent in weighing alternatives. At every turn of events he is forced to make up his mind whether he wants something more than something else; usually he can't have both in maximum measure. Railroad officers have just such a decision before them.

Rough handling of freight shipments on the road and in the yards—the latter chiefly—is still an important factor in the railroads' large damage claims bill and an important source of irritation among their freight customers—especially those who use impact recorders. Many shippers raise the question: "What is the use of all this ballyhoo about good crating and packing, proper handling on freight platforms and scientific stowage, if the railroads' operating employees are going to bust the guts out of our cars en route."

We asked an old-time division superintendent if he could tell us, in a few words, what causes damage to freight in yards. "That's an easy one," he replied. "We get rough handling in some yards simply

because the yardmaster and his boys concentrate on production to the exclusion of every other consideration."

"Then," we asked, "wouldn't a program of education end this mistreatment of the customers' freight?"

"No. All the l. & d. meetings and posters and A.A.R. movies on 4 m.p.h. switching this side of the Iron Curtain are useless, if management and, in turn, local supervision, don't make it clear that good handling of freight is as important as 'getting out the trains' and manufacturing a good-looking morning report. If you judge superintendents and yardmasters *exclusively* on how well they manufacture the raw statistics of yard operation, you'll get good statistics—somehow. But the statistics of 'cars handled per engine-hour' won't reveal the couple of thousand dollars worth of damage to lading that shows up later at the other end of the line.

"These educational programs are valuable. Let's keep them up. But, except for green men (and we don't have many of those today), it's not so much a need for 'know-how' as for 'which how'. Most yardmen have the skill to run 'em down the lead and nudge 'em together as gently as a cat looking for affection. But if everyone from the president to the footboard yardmaster keeps pounding 'git them cars out, damn you', rough handling is going to go on and on."

If all freight were moved at the pace of a bullwhacker's team, the problem of rough handling would be resolved utterly. Our superintendent's advice is, like most pieces of reasoned wisdom, neither clear-cut nor easy to apply. In these days of tight margins on the railroads, no one would be foolish enough to suggest that there be any let-up in the drive for efficiency. Nor, in view of the shippers' need for fast transit time, can there be any movement toward a slowdown in the yards.

But the dilemma remains, nevertheless. How far can the railroads afford to go in for curing rough handling by reducing speeds for freight cars on the humps, off the leads, and on the classification tracks, without running up their unit costs and delaying trains?

If you put this question to a group of operating officers, you'll get a wide range of opinion. But a sizable number contend that the dilemma is not as tough as it appears at first. They say that the difference between a safe speed and a smash-up speed in the average yard is not so great as to affect seriously the quantity of production or "put through" time. Many yards with exceptionally fine records in damage-free handling also stand well in "operating statistics." Money spent for good grades and retardation in yards will be quickly paid back in reduced damage to lading and equipment. Men usually do well the things they are praised for doing—and praise for damage-free handling ought to be as generous as that bestowed for high-quantity performance.



The yard cleaning unit, in the foreground, pushed by a heavy-duty motor car, removes debris from the track and windrows it along both sides, to be picked up by the loading unit, shown in the background.

Through the use of new equipment developed during the past year, the Elgin, Joliet & Eastern is showing the way to huge economies in yard cleaning costs on the railways, heretofore largely overlooked or impossible of achievement because of the unavailability of suitable machines. In 1948 the "J" spent \$12.35 per cu. yd., for removing debris from the tracks of its Kirk yard at Gary, Ind., whereas, using its new equipment in 1949, the cost of the work at the same location amounted to only \$4.37 per cu. yd., or about one-third as much.

On the basis of these savings, the equipment paid for itself in only a few months' operation. At the same time, the new equipment is bringing about a marked improvement in safety conditions at yards cleaned by it.

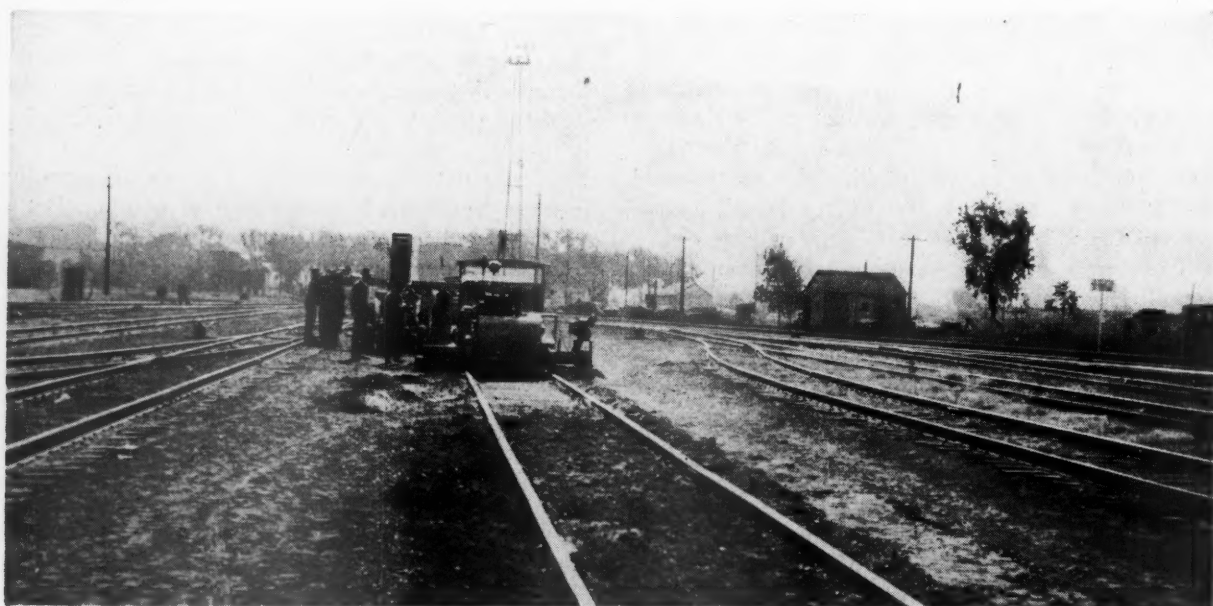
## MACHINES SLASH

Furthermore, and of special interest to operating officers, the high speed of operation of the equipment requires that tracks be taken out of service for a surprisingly short period of time. For example, yard tracks that formerly required four 8-hour days to clean, are now machine-cleaned in about 4 hours.

The new yard-cleaning equipment, which was designed by, and built under the direction of, three of the road's maintenance officers, consists of two units—a track cleaner, which removes debris from the track throughout the length of the ties and deposits it in windrows well beyond the ends of the ties, and a loader which, following behind the cleaner, scoops up the windrowed material and loads it into special cars for disposal.

A high standard of yard maintenance, both to reduce track maintenance costs and increase safety, has long been a policy of the E. J. & E., and in carrying out this policy the road has spent large sums of money for yard cleaning. Such cleaning operations in the past have been carried out by gangs of 35 to 40 men with the aid of 2-yd. hydraulic dump boxes mounted in pairs on push cars. These boxes were loaded by hand shovels and hauled by motor car to an elevating conveyor at some easily accessible point. Here the loads were dumped into the hopper of the conveyor for loading into gondola cars for final disposal.

In recent years, wage increases have raised the cost of yard cleaning by this method to an exorbitant level. As a consequence, it was decided that the work must

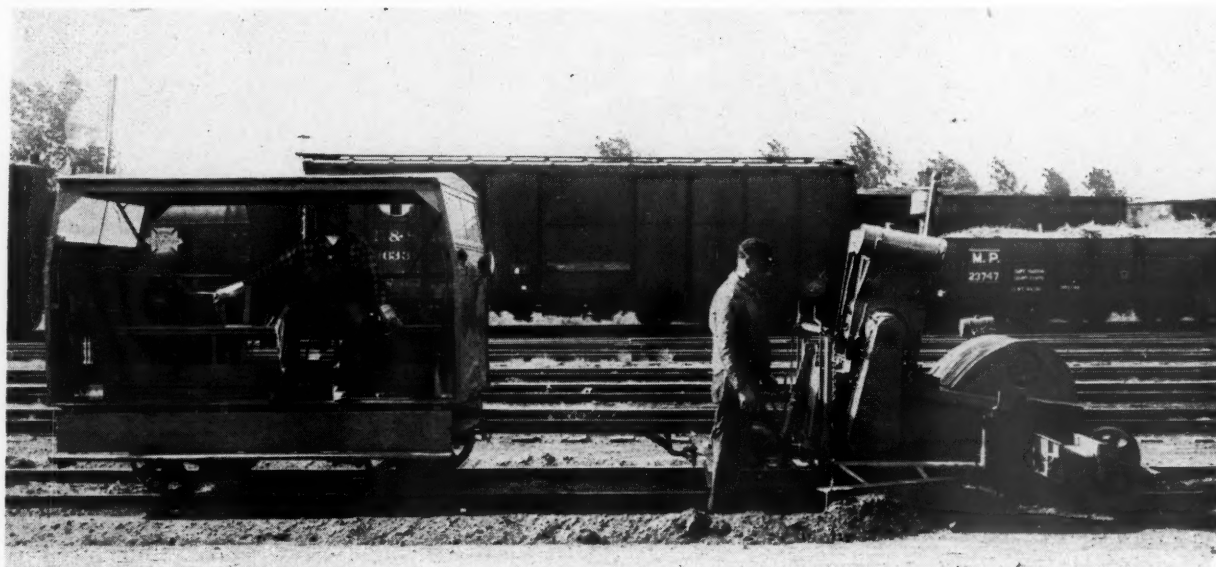




# YARD CLEANING COSTS

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***New equipment developed on the Elgin, Joliet & Eastern effects 66 per cent saving over hand methods, speeds work and improves safety conditions***



A plow blade on each side of the cleaning unit moves the debris to the tops of the ties, for a distance of three feet from the rail, and windrows it for ready loading



Facing page and right—  
The same section of track in Kirk yard, before and after cleaning. If the depth of debris does not exceed 4 in., the machine will remove and pile it in one pass



The loading unit, pulled by a wheeled tractor, picking up windrowed debris and loading it into a string of motor-car-hauled hydraulic dump boxes on push cars

be mechanized to hold costs within reason, a decision that resulted in the development of the new yard-cleaning equipment.

### **Picks Up Material as Large as a Brick**

The track cleaner of the two yard-cleaning machines is a track-mounted (but not self-propelled) unit incorporating a unique rotating impeller that kicks the dirt between the rails (except particles larger and heavier than a common brick) in a forward and upward direction at a high velocity. This material is propelled through a curved, steel, hood-like baffle downward onto a horizontal, transverse, flat-belt conveyor near the front end of the machine, by which it is carried off to the side of the track. A plow is provided on each side of the machine for cleaning the areas outside of the rails to a distance of 3 ft. from the rails. These plows windrow the removed material for ready picking up by the loading unit.

The impeller of the cleaning machine consists essentially of a horizontal tube, transverse of the track, which has four longitudinal rows of wire-rope bristles extending radially from the surface of the tube. The ends of the tube are fitted with short lengths of steel shafting which rest on bearings. As the impeller rotates, the wire-rope bristles sweep the area between the rails.

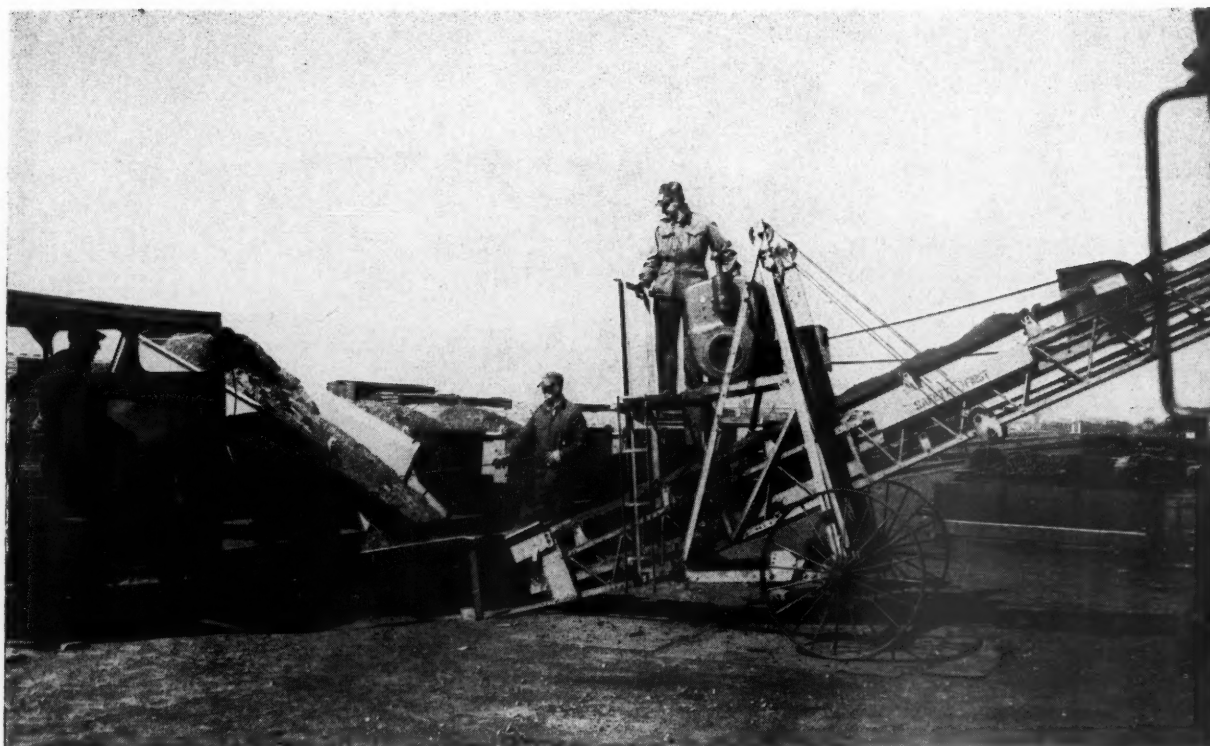
The impeller is mounted on a separate steel frame which fits inside the main frame of the machine. The front end of the impeller frame is hinged to the main frame, while the rear end is connected to the main frame by a hydraulic ram. By operating the ram, the

impeller can be raised or lowered as desired. A 20-hp. gasoline engine drives the impeller through a double chain and sprocket drive. The transverse belt conveyor is driven hydraulically by the impeller engine, and is reversible, so that the debris can be carried to either side of the track, as desired.

The plow on each side of the machine consists of a heavy structural angle 6 in. deep, welded to and carried by a pipe frame which is fastened to the main frame of the machine. A special arrangement permits raising the plow assembly to a vertical, non-operating position, and also adjusting the cutting edge to the desired depth. The cutting edge of that portion of the plow extending from the rail to the ends of the ties consists of heavy fabric and rubber belting.

### **How the Cleaner Operates**

In operating the machine the impeller is lowered until the wire-rope ends just clear the tops of the ties. The plows also are lowered to a horizontal position and adjusted until their cutting edges barely clear the tie tops. Then, with the impeller rotating and the conveyor in motion, the machine is slowly pushed or pulled along the track by a heavy-duty motor car. The debris that is kicked onto the conveyor by the impeller is dumped in a windrow along the track shoulder. Meanwhile, the plows clean the areas outside the rails, one of them pushing the material into the windrow of material discharged from the conveyor, and the other making a windrow on the opposite side of the track. When moving through a turnout from one track to an-



Transferring yard debris from the push-car train of dump boxes, via a portable elevating conveyor, into a gondola car for final disposal

other the impeller is raised by the hydraulic ram to clear the rails, being held in that position by a safety device. The plows are lifted to a vertical position, when desired, by hand.

If the depth of the dirt and debris does not exceed 4 in., the machine will remove and pile it in one pass, leaving the track behind so clean that the tops of all ties are fully exposed, regardless of variations in their height.

### ***The Loading Unit, and How It Works***

The loading unit that follows the cleaning machine to pick up the windrowed material consists of a chain bucket-type elevator, with a horizontal belt conveyor, both of which are mounted on two rubber-tired wheels. This unit, when in operation, is closely coupled behind a rubber-tired farm tractor. The bucket elevator, which was built to specifications of the E. J. & E., is powered by a 11-hp. gasoline engine. The horizontal conveyor is identical to the one used on the track cleaner and is powered by a 4.1-hp. air-cooled gasoline engine.

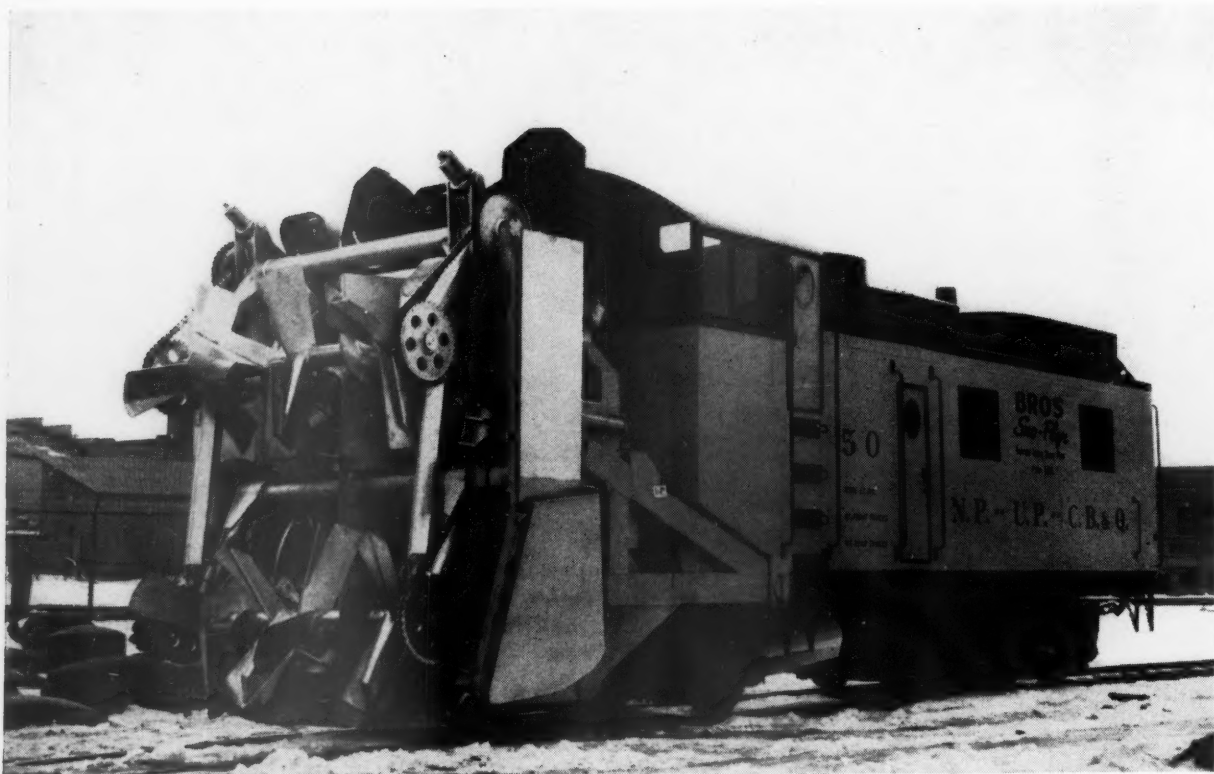
The front end of the tractor is equipped with ingathering wings which guide the material into the buckets of the elevator as the tractor moves along straddling a windrow. The buckets of the loading unit raise the material and dump it onto the horizontal conveyor, which carries it to push-car-mounted dump boxes on an adjacent track. After a string of the dump boxes has been loaded, the dirt is disposed of, as formerly, by dumping it onto a conveyor which loads it into a gondola.

The loading unit, when uncoupled from the tractor, can easily be moved about and, with the aid of simple channel ramps, can be pushed over rails by two men. For transporting the uncoupled unit from one location in the yard to another, the E. J. & E. has constructed a special flanged-wheel carrier onto which it can be easily loaded by two men with the aid of the ramps.

Operation of the cleaning equipment requires a foreman and six men, the latter including a laborer to operate the motor car that pushes or tows the track cleaner; a machine operator for the cleaner; a laborer to remove heavy pieces of debris from the track being cleaned, who also assists in leveling the debris falling into the dump boxes from the loading conveyor; a machine operator for the tractor-loader unit, who also operates the large gondola-loading conveyor when necessary; a laborer to operate the motor car that tows the dump boxes; and a laborer to level the debris falling from the conveyor into the dump boxes.

The yard-cleaning equipment described was developed and built jointly by S. H. Shepley, assistant chief engineer, R. V. Dangremond, roadmaster, and G. P. Lokotzke, supervisor bridges and buildings, of the E. J. & E. Recently, the patents on the track-cleaning machine were taken over by the Nordberg Manufacturing Company, Milwaukee, Wis., which company plans to place the machine, in two different models, on the market as soon as possible. One of the models will be essentially the same as the track cleaner described in this article. The other will be a self-propelled unit, combining in the one machine both the track cleaning and debris-loading operations.





Bros snow plow with wings retracted and rakes lowered

## Rotary Snow Plow of Unique Design

*Diesel-driven unit, built in Minneapolis, utilizes new principle of double rotor sets developed by Wm. Bros Company*

**A**n experimental rotary snow plow of new design has just been completed by the Wm. Bros Boiler & Manufacturing Co., Minneapolis, Minn., for the Northern Pacific, Union Pacific and Chicago, Burlington & Quincy. The purchase price will be about \$165,000, including the Diesel engine that drives the rotors, which was purchased from the Union Pacific.

The plow is powered by an Electro-Motive Model 12-567 engine, developing 1,080 hp. at 750 r.p.m. A Diesel road-switcher could normally be used as a pusher, and this should be adequate under most conditions since snow is broken up before being thrown away from the track.

### **Two Sets of Rotors**

The plow differs from conventional single-rotor machines in that there are two sets of rotors, one pair above the other, with each individual rotor consisting of four cup-shaped blades which convey the snow up-

ward. Each set of rotors is preceded by a rake which rotates at approximately one-fourth the rotor speed to break up the snow before it actually reaches them.

All rotors and rakes revolve in line with the rails instead of crosswise as in previous general practices. The upper rotors, 5 ft. in diameter, operate at a speed of 407 r.p.m., or 6,400 peripheral ft. per minute. The lower rotors, 6 ft. in diameter, operate at 356 r.p.m., or a peripheral speed of 6,700 ft. per minute. It is this high peripheral speed of the rotors which conveys the snow upward and permits it to be thrown clear of the track.

The upper rake assembly operates at 91 r.p.m., but is used only when the depth of snow requires it. The lower rake assembly operates at 89 r.p.m. Both sets of rakes are hydraulically raised or lowered as required for most effective use.

Power from the Diesel engine shaft, turning at 750 r.p.m., is delivered to the lower rotors and rake through a train of gears and universal joint assembly

Right—The chain-driven rakes raised to reach snow 18 ft. above the rails

Below—Electro-Motive Model 12-567 Diesel engine which powers the snow-removing unit

operating at 1,524 r.p.m. A similar construction, with universal-joint assembly operating at 1,750 r.p.m., drives the upper rotors and rake. A clutch permits optional use of the upper plow units. All gears are herringbone type with journals mounted in antifriction bearings, pressure lubricated. Spicer-type universal joints are used, the lower one being said to be the largest of its kind ever made.

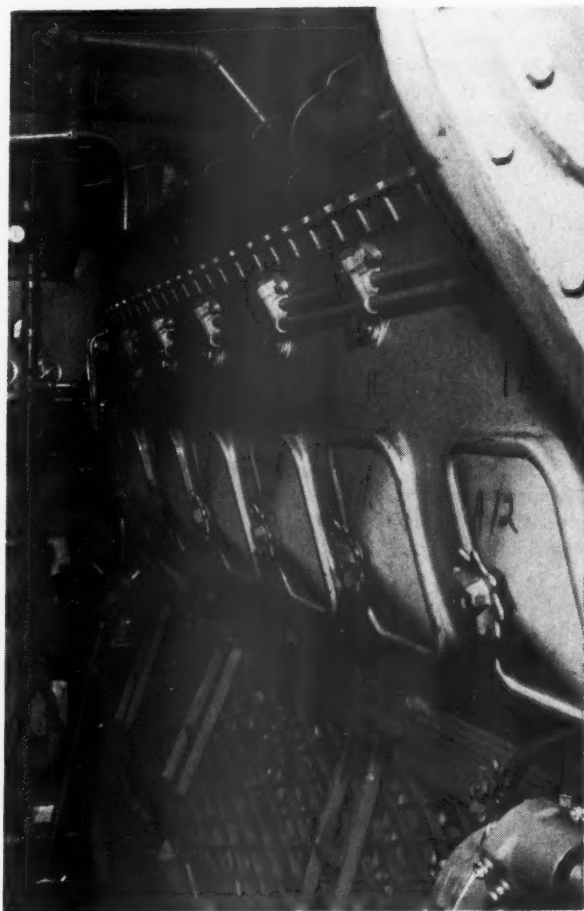
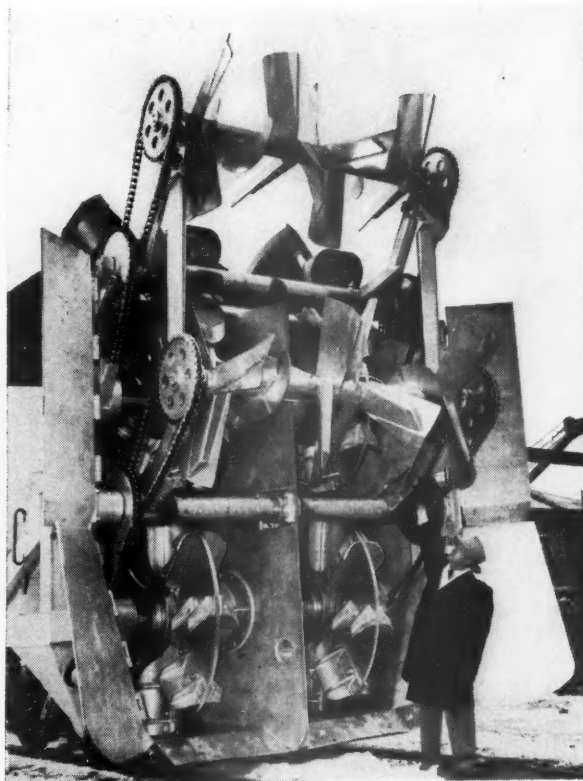
The new Bros plow weighs 208,000 lb. The rotary unit itself weighs over 35,000 lb. The rear truck is a six-wheel tender truck. It and the underframe are from a Northern Pacific Class A locomotive tender. The forward truck is a four-wheel cast-steel side-frame truck. Truck centers are 21 ft. 6 in. The plow top is 12 ft. 2¼ in. above the rail, although the rakes can be raised so that they reach snow up to approximately 18 ft. above the rail. The top of the cab at the center line is 16 ft. 4 in. above the rail. The plow moldboard is 12 ft. wide, but double wings on each side give an overall cutting width of 15 ft. The lower wings are hydraulically operated. The upper wings, which start at 6 ft. above the rail, are manually operated. These wings are an unusual feature of the plow since they serve as gathering wings, not spreaders. Instead of moving the snow over to the side of the track, or onto another track in yards or double-track territory, they bring the snow into the rotors for complete removal from the track.

### **Pneumatic Safety Clutches**

Pneumatic safety clutches on all driving parts are installed and adjusted to slip in case excessive pressure is put on the rotors or rake shafts by large rocks or other bulky foreign material getting into the revolving mechanism. All of the antifriction bearings are self-aligning.

The entire plow attachment can be raised or lowered as a unit from its normal position of 3½ in. above the rail to a high of 6½ in. or a low of 1½ in. A recoil feature in the lifting mechanism, comprising a combination of hydraulic rams and tension springs, assures against derailment by allowing the rotary unit to absorb shocks and float without transmitting them to the car body structure.

The plow is independent of the pusher unit for all except pushing power and air brakes. The plow Diesel engine drives a compressor to furnish air and a hydraulic pump for operation of the hydraulic equipment and air clutches. The plow is heated by circulation of engine cooling water through suitable radiation units. The cab is roomy and mounted high in the front to





Operating control levers in the cab

give the operator good visibility. The operator's principal guide is a tachometer, by which he gages how fast the pusher engine should operate. He conveys instructions to the engineman by a loud-speaker intercommunication system. When the tachometer shows the speed of the main shaft dropping from 750 r.p.m., he relays instructions to slow down in order to restore normal shaft speed, thus keeping the engine working at maximum capacity.

### **A Snow-Fighting Train**

This new type of rotary snow plow is designed not only to dispose of main-line drifts, but to be used throughout periods of snowfall to clear yards—moving snow from the tracks to any available clear area—to clear branches, or to widen snow cuts left by the passage of regular traffic. The thought is that the plow may be made up in a train with a Diesel engine, additional fuel, a special bunk car with sleeping compartments, and a kitchen car with recreation space and a caboose compartment, for continuous operation over extended periods of time. With such a train there will apparently be no need to make runs for fuel, water, provisions or crew changes, as long as there is need for snow fighting operation.

The design of the plow was based in large part on the Bros Company's extensive experience with highway and airfield snow removal equipment. The plow had its first tryout on the Union Pacific on March 21 and 23 at Ashton, Idaho, on the annual job of clearing the snow-bound Yellowstone branch in Idaho and Montana. This job of snow cleaning is normally done on or about March 1 in order to remove the winter's accumulation before melting and settling has begun. However, the work was postponed this year to await arrival of the new Bros Sno-Flyer, which was completed on March 16. On its initial test run, made in heavy, wet, melting and

settling snow, this plow performed satisfactorily for the horsepower available. The plow is yet in the experimental stages and the initial test run showed further changes necessary.



N. R. Crump (left), vice-president of the Canadian Pacific, received a gold reverser handle from C. R. Osborn, vice-president of General Motors Corporation and general manager of G. M.'s Electro-Motive Division at La Grange, Ill., as Canada's first streamlined Diesel passenger locomotive was delivered



# Communications . . .

## "Scramble" for Crossties?

TO THE EDITOR:

I recently had an opportunity to study the very excellent article, "Outlay for Maintenance Down Slightly," in the January 7 *Railway Age*. There is one thing in this unusual situation that should be realized by all tie users, and that is that, between the extremely bad weather since the first of the year in the tie-producing regions of the South and the lack of interest by the railroads in accumulating ties for 1951 use, production has been brought to the lowest level since the depression years of the early 1930's. The ground is so soft in the woods that it will be several months before production could be revived in volume if the railroads were to return to the market. Oak ties that require 10 to 12 months for seasoning should be accumulated soon to be ready for 1951 use, or we are apt to run into a scramble that will be bad for all concerned.

R. VAN METRE  
Wyoming Tie & Timber Co.  
President

## How Thick Is 0.0045?

TO THE EDITOR:

How thick is 0.0045? It seems very thick to the Standard Oil Company of California. Through a typographical error, that company's advertisement in the March 11 *Railway Age*, page 35, stated that after one-half million miles of use with RPM Delo Oil R. R. as the lubricant, a locomotive Diesel cylinder "miked" 0.005 out of round. Actually it should have read only 0.0005—one tenth as much, and extremely small for one-half million miles of service.

R. O. BAUMRUCKER  
Batten, Barton, Durstine & Osborn, Inc.

## First Complete Class I Dieselization

[A number of readers of *Railway Age* have expressed interest as to which Class I railroad was the first completely to replace steam motive power with Diesel-electric locomotives. In view of this interest, we are printing below a recent letter from S. A. Parsons of the engineering department of the General Electric Company. Mr. Parsons' inquiry to the two railroads which he mentions was based on the belief that one of those two was the first to attain complete Dieselization.—EDITOR.]

TO THE EDITOR:

Reference is made to my January 20 letter relative to the first Class I railroad to attain complete Dieselization. To further enlighten us, we wrote both Mr. J. A. Streyer, president and general manager, Atlanta & Saint Andrews Bay, and Mr. Henry K. Norton, trustee, New York, Susquehanna & Western, requesting, "In an effort to determine the first Class I American railroad to complete Dieselization, we would be pleased to know the last date on which a steam locomotive was operated on your railroad."

Mr. Streyer replied that the last steam engine was operated on his line on June 18, 1947. We quote Mr. Norton's reply:

CHICAGO

"Your letter of January 20 puts me face to face with ambiguity, which you will have to resolve as best you may.

"We 'completely abandoned the operation of steam locomotives' as of July 1. Your people and the Alco people ran a four-page color advertisement in several magazines, one of which was the *Railway Age*, at that time. This advertisement was supposed to celebrate the first complete Dieselization of a Class I railroad. So much for that.

"But you further ask to know 'the last date on which a steam locomotive was operated on your railroad.' In 1947, we had four additional Diesels on order and the traffic got ahead of them so that, for a month or six weeks, we rented a couple of steam engines from the Lehigh & New England to help out until the rest of the Diesels arrived. These were discontinued approximately the first of July, 1947."

Although it may be subject to argument, I would consider the New York, Susquehanna & Western as completely Dieselized as of July 1, 1945.

S. A. PARSONS  
Engineering Department,  
General Electric Company

## "Most Generally Read"

NEW YORK

TO THE EDITOR:

For some time I have been saving my copies of *Railway Age*, and, periodically, passing them along to our Railroad Y.M.C.A. at ———, where most of the members are men engaged in train, engine and yard service. Today I have received a letter from our Y secretary at ———, reading as follows:

"Have just received another bundle of *Railway Ages*. Of all the periodicals received at our Y, *Railway Age* is the most generally read. If we ever get rich here, I will subscribe for the magazine myself, but in the meantime, keep your copies coming!"

GENERAL OFFICER

## Tax Relief for Unprofitable Branches

TO THE EDITOR:

If the Interstate Commerce Commission, state authorities, local communities, and labor unions insist upon railroads continuing to operate branch lines that never can earn their way, and pile up overall deficits, then such opponents of abandonments should be fair enough to work to exempt such branch lines from taxation. Otherwise their abandonment should be permitted.

It no longer can be alleged that the earnings of the main-line traffic should be used to cover the losses of branch lines. The increasing inroads of air, highway, waterway, and the new natural gas pipe lines upon railroad main-line traffic deprives the main lines of ability to "carry" branch lines left over from the "horse and buggy" days.

It is likewise useless to point to the earnings of some railroads during the war, and also during the now-ended postwar years before the deficiencies in motor trucks, cars and buses, waterway tugs and barges, and air-line passenger and freight planes were made up. The railroads are once again "taking it on the lam" with traffic slipping away from them.

Since, after all, it was only the ability of the railroad main lines to carry the war traffic that enabled victory to be quickly achieved — and these main lines still are defense insurance for the country — the government should not hesitate to provide the alternatives of either adequate tax relief for the railroads on their branch lines, or permit such lines to be abandoned and get the agony over with.

E. L. MCCOLGIN



## Longest Is on

Left—The C.T.C. control machine is in the dispatcher's office in Chicago. Below — Intermediate approach signals for both directions on both tracks. Bottom — Eastward home signals at Geneva cross-overs



# Continuous Double-Track C.T.C. the North Western

*Trains expedited and delays reduced on 75-mile line with both tracks signaled for both directions and with new crossover layouts spaced approximately 6.4 miles apart*

**F**reight trains are saving hours of time on the 75 miles of heavy-traffic multiple-track territory between West Chicago, Ill., and Nelson, where the Chicago & North Western has installed centralized traffic control. Short sections of this territory have more than two tracks; also, this project includes 11 miles of a separate single-track cut-off. A total of 86 road miles and 169 track miles of main track are included in the project.

On the 75 miles of multiple track, both main tracks are signaled for train movements in both directions, just as if they were two single tracks side by side. New high-speed crossover layouts are located an average of 6.4 miles apart, and these crossovers, as well as siding switches, are operated by electric switch machines. These machines, and the governing signals at these locations for authorizing train movements, are all controlled by the dispatcher at Chicago. In the morning, when the preponderance of traffic is eastward toward Chicago, faster trains can be crossed over to the other track to run around slower ones, or slower trains can be crossed over to allow the faster ones to pass. In either instance, all trains are kept moving at normal speed, rather than delaying the slower trains on sidings. Similarly, in the evening, when the preponderance of traffic is westward, sections of both tracks are used by westward trains.

## Character of the Line

From the North Western passenger terminal in Chicago there are three or more main tracks westward for 30 miles to West Chicago, which is the beginning of the new C.T.C. territory. From West Chicago there are two main tracks for 458 miles westward to Omaha, Neb. Between West Chicago and Nelson, the railroad traverses prairie country with long rolling grades, except in the vicinity of river crossings where grades range from about 0.3 to 0.7 per cent for short distances. The curvature is light, most of the curves being 1 deg. or less, and the only speed restrictions due to curvature are on two curves at Dixon.

Some of the reasons why the 75-mi. section between West Chicago and Nelson was equipped with C.T.C. are: (1) this section handles heavier traffic than any other C. & N. W. two-track lines, and (2) this section is nearest to Chicago, where C.T.C. would be most useful in relieving congestion, both inbound in the morn-

ing and outbound in the evening. At Nelson, the west end of the new C.T.C. project, there is a junction with a C. & N. W. line diverging to the south to Peoria, Ill., and East St. Louis. Although no passenger trains are operated over this line, it carries a heavy freight traffic which adds to the volume on the section east between Nelson and Proviso yard, which is 16 mi. east of West Chicago.

## Train Movements Bunched

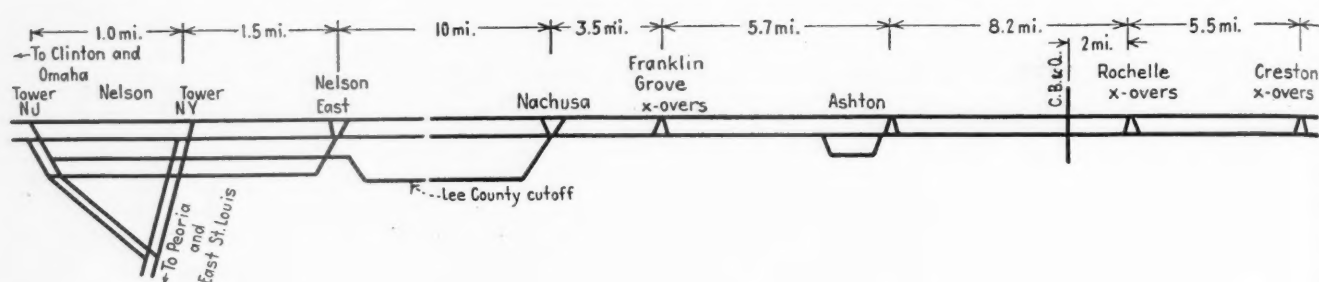
The daily traffic between Nelson and West Chicago includes 22 passenger trains and approximately 16 through freight trains, as well as a local freight train each way daily except Sunday. Also, 14 suburban passenger trains are operated daily between West Chicago and Geneva, 5.5 mi. The difficulties of train operation are increased due to trains being bunched. For example, 8 of the 12 eastbound through passenger trains, in addition to 5 Geneva suburban trains, arrive at Chicago between 6:30 a.m. and 11:30 a.m. Eight of the 10 westbound through passenger trains, and 3 of the Geneva suburban trains depart from Chicago between 5:05 p.m. and 8:10 p.m.

Previously, when train movements were authorized by timetable and train orders, and the siding switches

Power switch at equilateral turnout at West Chicago West







were hand-thrown, difficulties were caused by dispatching westbound freights from Proviso yard during or just prior to the evening parade of westbound passenger trains. As a result, freight trains lost a lot of time on sidings or were held in the yard between 5:00 p.m. and 8:30 p.m. or later. Similarly, in the morning, there was not much chance to move eastbound freights during the concentration of eastbound passenger trains. Again, freight trains lost a lot of time waiting on sidings. The solution was to install the C.T.C., so that both tracks could be used either westward or eastward to accommodate the preponderance of traffic.

### Train Time Saved

One important benefit of the C.T.C. is the ability to start trains out of Proviso yard westward, or out of Nelson and Nachusa eastward, when they are ready, without waiting for passenger trains as was previously necessary. The illuminated track diagram on his control machine keeps the dispatcher informed as to the locations of and progress being made by all trains. He can control train movements accordingly on a minute-to-minute basis to make close meets and passes, with a result that trains are kept moving at normal speeds a much greater percentage of time. In contrast, when the previous operation under timetable and train orders was employed a freight would take siding to clear for a passenger train though the latter might be running late, but the dispatcher had no practical means of getting train orders to the freight to advance it further before clearing for the passenger.

With the C.T.C. including power switch machines and signals controlled by the dispatcher to authorize movements, the engine and train crews have no concern about other trains, but rather, the engineman moves his train in accordance with signal aspects displayed at the time and place where he is to take action in each instance. An added advantage in this Chicago & North Western project is that with both tracks signaled for both directions, meets, as well as passes, are made nine times out of ten, by keeping both trains moving on main tracks, rather than incurring even a short delay in requiring one of the trains to use a siding.

As a typical example of operation, an eastward freight train, No. 254, stopped on track No. 2 at Malta, to set out stock cars. In order to avoid delaying a following eastward freight train, No. 256, the latter was crossed over to track No. 1 at Creston to run around No. 254, and was then returned to track No. 2 at Cortland. This move was completed just in time to clear the westward signal on track No. 1 at Cortland for a westward freight approaching on that track. The

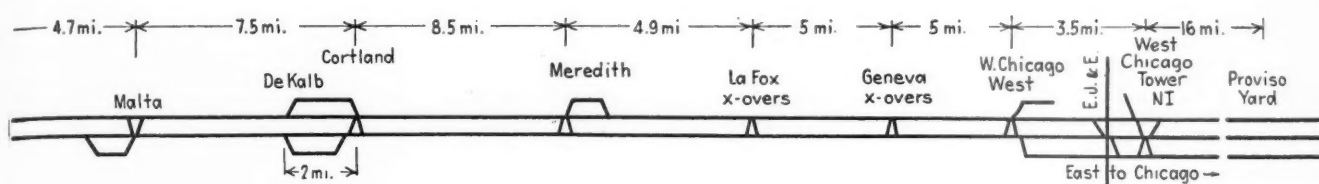
run-around move for No. 256 saved that train 30 to 45 minutes, permitting it to proceed to Proviso yard ahead of a passenger train.

A westward merchandise freight train, No. 381, for the line to East St. Louis, is due to leave Proviso yard at 10 a.m. Westward freight, No. 251, for the West coast, usually in three sections, is due to leave Proviso yard at 11 a.m. Westward passenger train No. 1 is scheduled to leave Chicago at 12:01 p.m. Previously, with timetables and train orders, difficulties were encountered in getting the freights No. 381 and No. 251 out of the yard and over a section of line and into sidings to clear for No. 1. With the C.T.C. the freights depart from the yard when they were ready, and are kept moving. On a recent day when No. 1 was about 30 minutes late, freight No. 381 made such good time that it went all the way to Nelson, and there diverged on the line to East St. Louis, before No. 1 passed Nelson. Also "on the board" during this period were two eastward freights and an eastward passenger train, none of which were stopped. The eastward freights went right on into Proviso yard ahead of the following passenger, whereas under the previous timetable and train-order operation they would have had to take siding, perhaps at Rochelle, losing at least 45 minutes to 1 hour.

Signaling for both directions on both tracks permits the movement of trains in fleets using both tracks in the same direction. An important advantage, for example, is that several following freight trains can be kept moving westward on one track while a similar parade of passenger trains can be routed westward on the other track. As an example of such a fleet movement, westward passenger trains are scheduled to leave Chicago in the evening at 7:15, 7:30, 8:00, 8:10 and 9:00 p.m. No through passenger trains are scheduled eastward to arrive in Chicago during this period.

Another important advantage of the signaling for both directions on both tracks is that if a freight train is stopped, e.g., because of a hot box, following trains can be routed around it with little or no delay. With the previous single-direction operation on each track, with timetable and train orders, if a train was stopped for a hot box the following trains often were seriously delayed because crossovers were not so located that trains could conveniently be crossed over, and it was impracticable to issue train orders quickly enough to authorize reverse running. Moreover, since wayside as well as cab signaling was not arranged for reverse running, reverse operation was permitted only in serious circumstances.

Previously, with timetable and train order operation, there was no ready means of determining the progress of



Track plan showing locations of crossover layouts in entire centralized traffic control territory between West Chicago and Nelson

a freight train if it took siding unknown to the dispatcher. Now, from his illuminated track diagram, the dispatcher knows at a glance the average speed a train is making and can quickly see whether an engineman is moving promptly when a signal is displayed to proceed. Previously, eastward freight trains lost time when waiting on the Lee County cut-off at Nachusa, thus giving the train crews time to buy eggs at a country store. Now, trains seldom stop at Nachusa, and as a result the storekeeper has complained that he has lost a market for about 90 dozen eggs each week!

### Locations of Crossovers

The C.T.C. project includes new crossover layouts at various locations which are spaced an average of 6.4 miles apart. Each of these universal layouts includes two crossovers—one faced each way—so that trains in either direction can be crossed over from either main track to the other. These crossovers were installed new with No. 20 turnouts, so that diverging moves can be made safely at speeds up to 40 m.p.h., thus minimizing the time lost for a train when crossing over.

The east end of the C.T.C. is at NI interlocking, M.P. 29.5, at West Chicago. Between NI and West Chicago, 2.5 mi., an existing siding was converted to a main track, and all three tracks were signaled for train movements in both directions, so that now West Chicago West is the west end of the three-track territory. The extreme west end of C.T.C. operation is at a remotely controlled interlocking, NJ, at M.P. 105. This interlocking includes turnouts and crossovers for wye connections and for connecting two main tracks to four main tracks. The NJ layout is remotely controlled from an interlocking, NY, at Nelson. In the 1 mile between NJ and NY, three tracks are signaled both directions and one track eastward only.

The NY interlocking at Nelson includes crossovers and turnouts connecting four tracks to the wye leading to the line to Peoria. The four tracks between Nelson and Nelson East are signaled both directions. No interlocking was previously in service at Nelson East. The improvements at this location included the installation of three No. 20 crossovers and a No. 20 turnout. The power switch machines at these switches, together with the signals, constitute the most westerly layout under the direct control of the dispatcher.

A single-track, low-grade cut-off extends 10.6 miles eastward between Nelson East and Nachusa, at M.P. 93. A previously existing mechanical interlocking at Nachusa included one No. 14 crossover and a No. 14 junction turnout. The improvement program included the installation of a new No. 20 junction turnout and

two new No. 20 crossovers. The old interlocking was removed, and the five new switch machines and all new high signals for train movements in both directions on all tracks now constitute one of the C.T.C. layouts controlled by the dispatcher.

The locations of new universal crossover layouts at West Chicago West, at Nelson East, and at Nachusa were determined because junctions exist at those locations. In locating the remaining nine new universal crossover layouts, consideration was given to several factors: (1) Other circumstances being equal, to space the layouts, as nearly as practicable, on an equal time-distance basis; (2) to place a new crossover layout at one end or the other of an existing siding, if such a siding was one that was to be equipped with power switches; (3) to find spots away from towns so that if trains were stopped and held for a few minutes, they would block a minimum number of grade crossings with streets or highways; and (4) to give preference to locations at the bottoms of short grades from one or both directions so that, if a train were required to stop and wait just short of a crossover, the grade would be favorable for it to start.

Local conditions dictated the placing of new universal crossover layouts at one end or the other of existing sidings to be equipped for C.T.C. at Meredith West, Cortland, Malta East and Ashton East. Additional new universal crossovers were installed in open country near Geneva, La Fox, Creston, Rochelle and Franklin Grove. The siding switches and crossovers are all power operated, and the switch machines and signals are controlled by the dispatcher. As a part of the project, an electric lock was installed on each of the hand-throw switch stands at main-track switches leading to house tracks and industrial spurs, a total of 83 such locks being installed.

As previously stated, in order to save train time by permitting diverging moves at speeds up to 40 m.p.h., new crossovers with No. 20 turnouts were installed throughout this project. At the west end of the three-track line at West Chicago West, track No. 1 and track No. 2 from the east join track No. 2 to the west by means of an equilateral turnout with a No. 20 frog. The authorized train speed over this equilateral turnout is 50 m.p.h.

This project includes two crossings with other railroads—with the E. J. & E. at West Chicago and with the Burlington at Rochelle. Each of these crossings is protected by a manually controlled interlocking. North Western signals at these plants are cleared under the direction of the North Western dispatcher, and then only in the direction established by the C.T.C. system.

(Continued on page 48)

## Several Passenger Stations Sold by The New Haven



Little change is planned for the exterior of this New Haven station at Waterbury, Conn., according to its new owners. The 240-ft. tower, patterned after the bell tower in the town hall of Siena, Italy, is one of Waterbury's noted landmarks

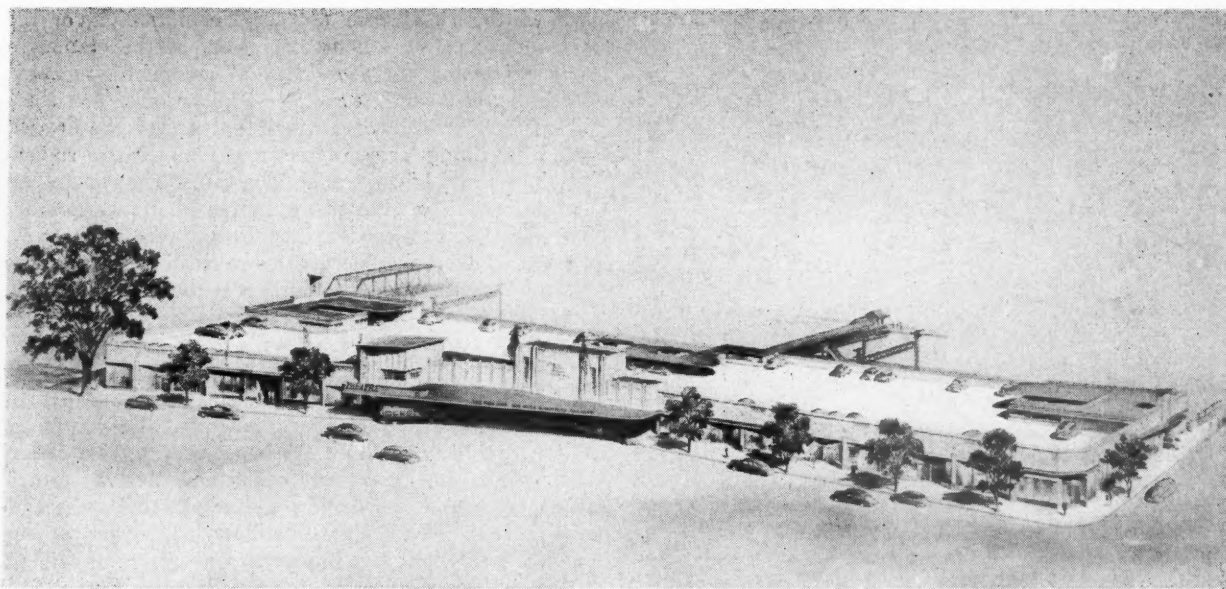
**P**roposed sale by the New York, New Haven & Hartford of its Westerly, R. I., eastbound passenger station is the latest in a series of similar steps taken by the railroad to assure modern station facilities for its patrons. At a March 30 conference in Westerly between representatives of the railroad and members of the town's board of selectmen, B. W. Thompson, of the New Haven's real estate department, and Harry F. Donnelly, superintendent of the Providence division, told the municipal representatives the railroad has an offer from a group headed by William B. Leatherbee of Weston, Mass., to purchase the station, raze it and erect a new modern business block on the site. A portion of the proposed new commercial building would house a modern waiting room and ticket office for railroad patrons and facilities for handling baggage and other railroad business.

### **Land Sold with Station**

The proposed sale would also include about 90,000 sq. ft. of land on the easterly side of the tracks fronting on two streets. Mr. Thompson told the selectmen the sale "would provide Westerly with a modern business structure, increased tax payments and other advantages." The proposed purchaser, he added, "would immediately start erection of a business structure about 200 ft. long, of one-story modern construction."

The offer to sell the station at Westerly follows the pattern previously established by the New Haven in offering some of its suburban stations for sale. The first such sale took place last summer at Hingham, Mass., where a new block of stores of Colonial design is nearing completion on the site of the old railroad station. Since then stations at Mt. Vernon, N. Y., Cohasset, Mass., Needham, Norfolk Downs (Quincy), Atlantic (Quincy), Quincy Adams, and Waterbury, Conn., have





An architect's conception (above), of the proposed commuter's shopping center to be constructed on the site of the New Haven's present Mt. Vernon, N. Y., westbound passenger station (facing page)

been sold. In each case the New Haven has retained rights in perpetuity for the maintenance of proper railroad station facilities on the site sold and the further perpetual right to designate what it considers "proper."

#### **Mt. Vernon Development**

At Mt. Vernon the westbound station, together with 100,000 sq. ft. of adjoining property, was sold for a reported price of \$500,000. The purchasing group proposes to begin work shortly on a \$1,500,000 commuters' shopping center which will include not only a modern station for the New Haven but also facilities for about 35 stores, a 600-seat theater and space for a large department store. As noted in *Railway Age* of February 11, page 61, the new station will be reached by means of a sheltered approach from Prospect avenue, from which passengers will pass through an arcade of shops to the waiting room and ticket offices. Roof and basement automobile parking at reasonable rates will approximately double present facilities. An authoritative New Haven spokesman told *Railway Age* that in its plan to dispose of some present suburban station properties the New Haven "has very much in mind the problem of making sure there is ample provision made in the new facilities for parking room for our patrons. We fully realize the tie-up between the patron who drives to the station and becomes a commuter and the continuation of our commuting patronage."

Sale of the station at Norfolk Downs and adjacent grounds on Newport avenue in Quincy was consummated on March 9. The Pneumatic Scale Corporation, which has a plant on adjoining property, was the purchaser.

Another most interesting negotiation is now in progress in the city of Quincy. Municipal officials there

have long been concerned with the traffic problem resulting from bus operations of the Eastern Massachusetts Street Railway. This concern has buses operating between Quincy and Boston (in competition with the New Haven) and also a large "feeder" operation from outlying communities feeding into Quincy. The congestion produced by as many as 15 buses parked at one time in the central business district has become a serious civic problem.

Negotiations are now in progress between the city of Quincy and the New Haven for sale of the Quincy railroad station, which is a block off the main business district. City officials have suggested that the station be made a city-operated joint railroad and bus terminal, with the buses of the Eastern Massachusetts making the station their terminal and parking point. The New Haven reportedly has set a price on the Quincy station. City officials have asked the Eastern Massachusetts to move their buses there, with the "ultimatum" that if they do not the business district will be barred to their use as a termination point. The bus company has evinced interest in the proposal. The city council now has the proposal under consideration.

#### **Business Block Planned**

The station at Cohasset will be replaced by a modern business block. The purchaser, William E. Poland, a Cohasset businessman who operates a filling station in the town, has agreed to buy also about one-half acre of the station grounds. The modern Colonial-style business building which he will have constructed on the site will house a supermarket and other stores. The New Haven has retained rights to a portion of the structure for a new ticket office, waiting room and rest room facilities for passengers. Development of the station grounds will tie in with the recent purchase by

How the Southern links the idea of improved railroad service to earnings and equitable competition



## Diesels for Dixie!

Diesel locomotives...like dollars...don't grow on trees. Those 603 powerful Diesel units the Southern Railway System now has in service and on order cost about \$40 million!

That's a lot of money. But it bought a lot of modern horsepower...to give a modern fast-growing Dixieland the best in transportation service.

These "Diesels for Dixie" are just one indication of our determination to keep pace with the increasing transportation needs of the South.

To do that takes a lot of money. And it takes FAITH. Faith in the bright future of Dixie. Faith that some day soon our country will meet, in the public interest, that all forms of commercial inter-city transportation must stand independently on their own financial feet...without support from the taxpayer...as only the railroads now do.

Emmet E. Morris  
President



SOUTHERN RAILWAY SYSTEM

the town of adjacent land which will be developed for a public parking space for those using the facilities in the new building.

At Needham the station and about 15,000 sq. ft. of adjoining ground was sold to a group headed by Mr. Leatherbee. The station is to be replaced by a modern brick and stone business block with four stores and railroad facilities. The New Haven plans to negotiate with town authorities about the establishment on railroad-owned property, adjacent to the plot sold, of a public parking space for passengers and customers of the new stores. Construction of the new facilities—a one-story structure with 115-ft. frontage on Great Plain avenue, with a 12-ft. vehicle driveway through it for entering the proposed parking lot—is scheduled to begin soon.

Sale of the Renaissance-styled station at Waterbury to the Waterbury Republican-American was completed on March 24. Built to accommodate the passenger business of 40 years ago, the railroad said, the station is much too large for the needs of present day rail travel. The newspapers will remodel the building into a modern newspaper plant. William B. Pape, assistant publisher of the papers, announced that very little change would be made in the exterior of the building, thus reserving for Waterbury an established landmark.

No negotiations are, or have been, in progress for

sale of the Providence (R. I.) Union Station, or the office building or other components of the station, a spokesman for the New Haven announced recently. "Negotiations which have been in progress for some time past for sale of a small portion of the freight yards adjoining Gaspee street apparently led to rumors regarding sale of the station," he said. "The rumors apparently were augmented by the fact that various other parcels of land owned by the New Haven all over its system, and not now needed for railroad purposes, have been offered for sale. The portion of the freight yards in Providence for which we are negotiating to sell is surplus area not needed for present day freight operations."

"There are substantial areas of land in all the states the New Haven serves, including some scattered parcels in Rhode Island, which are for sale," he continued. "We have no intention of even considering sale of any land or buildings anywhere which are necessary to provide continued functioning of freight and passenger service on the New Haven, without making proper and ample provision for improved passenger or freight facilities, and also giving due consideration to the parking requirements of our commuting and other patrons."

## New Book . . .

**THE ORIGINAL 1879 CAR-BUILDER'S DICTIONARY'S ILLUSTRATIONS.** Car Plans and Advertisements, as compiled by Matthias N. Forney. 400 pages. 7½ in. by 4¾ in. Bound in cloth. Published by Simmons-Boardman Publishing Corporation, 30 Church St., New York 7. Price \$3.95.

During the past few years an ever-increasing interest in books on American railroading has been shown alike by the general public and by railroad men. To whet it, many works have been written and published on all phases of the business of transporting freight and passengers. None of these new books, however, describes early phases of that vital equipment that was necessary for successful operation—the railroad car—with the detail and the authority of books of that period. There has been a demand for more specific information of that nature which is met by this new printing of the major portion of the pioneer work of that kind.

This book reproduces the original plans and illustrations of railroad cars and car parts plus the original advertisements of suppliers of many of the specialties. Incidentally, the basic ideas incorporated in some of today's outstanding developments are shown in their early crude but novel arrangements. Many of the older car department officers, their employees and acquaintances will probably recognize an old friend when they see this copy of the original dictionary. Its floor plans, elevation drawings and cross sections of the freight and passenger cars are a revelation of practices prevailing when this first edition of the Car-Builder's Dictionary was issued 71 years ago.

The Car-Builder's Dictionary and its successor the Car Builders' Cyclopedia have been the "bible of the industry" and consulted frequently for standardized names of car parts and construction details. This newest printing will bring back fond memories to those who were brought up in the wood-car days. At the same time, to those who desire to perpetuate the designs by modeling or other creative work, it will be a veritable *vade mecum*.

Coach-class air lines flew 125,525 passengers between San Francisco and Los Angeles in the last half of 1949. The one-way air fare is \$9.95. "Coachmaster" DC-4's have been converted to seat 73 passengers

**California intrastate air operators stimulate new travel, but also cut into railroad and interstate plane traffic**



## "Fly-By-Day" Air Lines Encroach On Existing Carriers' Traffic

Air line traffic between San Francisco and Los Angeles ranks third heaviest of all domestic U. S. air line routes, according to Civil Aeronautics Board data. In a matter of a few months, the number of scheduled lines competing for that traffic increased from five to eleven. The six newcomers are intrastate carriers, offering "coach class" service at rates about half those of the established interstate carriers.

The effect that this new factor in intercity passenger transportation may have if it is established elsewhere in the country may be predictable from a study recently completed by the transportation department of the California Public Utilities Commission to aid in determining the reasonableness—from a cost-of-service standpoint—of the intrastate carriers' low fares. They charge \$9.95 for the 327-mi. one-way trip and \$19.90 for the round trip, or 3 cents a mile. The interstate air lines charge \$21.05, or 6 cents a mile, for the one-way journey, and \$40 for the round trip. These fares compare with a special one-way coach fare of \$7.50, or \$13.50 round trip, on the Southern Pacific's 470-mi. Coast Line route. Pacific Greyhound sells a one-way ticket at \$5.65, or a round-trip at \$10.20, for the 401-mi. bus route.

The best air line time for the interstate carriers is 1 hour 45 minutes, and for the intrastate carriers 2 hours—to which must be added approximately 2 hours for transportation to and from the airports. The best rail schedule is that of the Southern Pacific's "Daylight," 9 hours 45 minutes. Greyhound's best schedule is 11 hours.

The effect that the advent of the low-cost intrastate air lines had on the certificated interstate air lines

and on the railroads is illustrated by Table I, which compares the last half of 1948, when there were no intrastate carriers, with the last half of 1949, after six of the "coach-class" air lines had entered the field. Figures refer to all San Francisco-Los Angeles passengers, regardless of initial origin of final destination. The railroad figures, however, are limited to coach and parlor car passengers on the streamline "Morning Daylight," plus the "Noon Daylight" prior to October 1, 1949, and subsequent thereto, the overnight coach streamline "Starlight."

While the railroad was able to maintain most of its volume in the comparative periods, interstate air line traffic declined appreciably after the coach air lines began operation.

The Public Utilities Commission draws the conclusion from its study (which includes tabulations from various passenger traffic questionnaire surveys) that approximately 59 per cent of the traffic moving via the

TABLE I—AIR LINE AND RAILROAD TRAVEL BETWEEN SAN FRANCISCO AND LOS ANGELES FOR THE FIRST HALF OF 1948 COMPARED WITH THE FIRST HALF OF 1949. THE "REGULAR" CARRIERS LOST TRAFFIC FOLLOWING INITIATION OF "COACH AIR SERVICE" ON JANUARY 1, 1949.

	Interstate Air lines	Intrastate Air lines	All Air line Passengers	Rail	Per Cent Rail to Total
Last half of 1948	235,175	—	235,175	258,328	52.4
Last half of 1949	207,927	125,525	333,452	252,006	43.0
Per cent change	D 11.6	—	I 41.8	D 2.5	



TABLE II—PASSENGERS TRAVELING BETWEEN THE METROPOLITAN AREAS OF SAN FRANCISCO AND LOS ANGELES PRE-WAR AND POSTWAR BY RAILROAD, BUS AND AIR CARRIERS

	1940		1947		1948		1949	
	Passengers	Per Cent of Total	Passengers	Per Cent of Total	Passengers	Per Cent of Total	Passengers	Per Cent of Total
Rail	297,382	65.0	476,497	44.8	421,579	44.4	308,016	32.7
Bus	105,588	23.1	251,142	23.6	266,628	28.0	228,216	24.2
Air	54,601	11.9	335,238	31.6	262,788	27.6	406,635	43.1
Total	457,571	100.0	1,062,877	100.0	950,995	100.0	942,867	100.0

intrastate air lines was diverted from existing forms of common carrier transportation, and that the remaining 41 per cent was induced by attraction of the low fares; i.e., consisted either of persons who would have traveled by private automobile or those who would not otherwise have traveled. Of the traffic which the intrastate carriers have diverted from other transportation agencies, 34 per cent, or 42,679 individuals, would have used the interstate air carriers; 20 per cent, or 25,104 passengers, would have used the railroads, and 5 per cent would have used buses, according to the commission. If this is the case, were it not for the new intrastate air carriers, railroad traffic would, presumably, have been about 10 per cent greater, sharing the increase in total intercity travel, instead of decreasing 2.5 per cent in the periods covered by Table I. The interstate air carriers would have increased their patronage by about 18 per cent, in place of a 11.6 per cent decrease.

Table II shows the trend in passenger traffic carried between the San Francisco and Los Angeles metropolitan areas in prewar 1940, and in 1947, 1948 and 1949. These figures differ from those in Table I in that they show only passengers whose origin and destination were in the metropolitan areas of San Francisco and Los Angeles.

While the 1949 railroad traffic was well above 1940, it fell off sharply from 1948, after inception of the air-coach service on January 1, 1949. Throughout the whole period, the railroads lost in proportion of total volume moving between the two cities. The percentage of travel by bus was relatively constant, while air patronage increased in each year except 1948. The large air line increase in 1949 over 1948—143,847 passengers—was a result wholly of the traffic of the newly created intrastate lines, since they were not providing service in 1948, but carried about 180,000 passengers—a number exceeding the total air line increase—in 1949.

## Double-Track C.T.C.

(Continued from page 43)

This double-track line of the North Western has been equipped for many years with a complete system of automatic train control including speed control and cab signaling, the wayside controls being for one direction only on each track. With this system there were no wayside signals except home and approach signals at interlockings. The new system includes high home signals and approach signals for train movements in both directions on both tracks, these signals being installed not only at the NI interlocking at West Chicago and NY, and NJ at Nelson, but also at the 15 crossovers, end-of-siding and junction layouts in the C.T.C. system controlled by the dispatcher. Also, the project included changes and additions as required on the wayside to control the train control and cab signaling on the locomotives for operation in both directions on both tracks in accordance with the direction established by the C. T. C. system.

The wayside signals are the searchlight type. Where three or four tracks are involved, such as at West Chicago West, DeKalb and Nelson, the signals are mounted on new signal bridges. However, as applying to two tracks, the signals are on masts at the side of the tracks. In each instance, the signal is immediately adjacent to the track which it governs. When a train is running on the right-hand track, its signal is at the right of that

track. When a train is running on the left-hand track, its signal is to the left of that track.

For the control of train control and cab signaling on the locomotives, 60-cycle a.c. energy is fed to the rails in the direction toward an on-coming locomotive. Normally, when two or more "blocks" ahead are unoccupied, the a.c. energy in the rails controls the cab signal to display the proceed aspect—green, indicating proceed at not exceeding authorized timetable speed. The maximum for streamliners is 93 m.p.h.; for steam passenger trains, 73 or 83 m.p.h., depending on the class of locomotive; and for freight trains 50 to 63 m.p.h., depending on locomotives. When no a.c. current feeds into the track toward a locomotive, the cab signal displays the restrictive aspect which is red-over-yellow, this indicating proceed at not exceeding maximum low speed, which is 30 m.p.h. for streamliners, or 23 m.p.h. for freight trains or passenger trains hauled by steam locomotives.

The railroad purchased eight Fairmont track motor cars, two International stake-body motor trucks, rated at 2½-3 tons, and a Ford station wagon for transporting men and materials during construction. The centralized traffic control system is the General Railway Signal Company's Type K Class M, and the principal items of signaling, including the control machine, were purchased from the General Railway Signal Company. The installation was made by railroad forces under the jurisdiction of S. E. Noble, assistant chief engineer communications and signals of the C. & N. W. System.

# New and Improved Products of the Manufacturers

## SELF-CONTAINED BREATHING APPARATUS

Chemox, a completely self-contained breathing apparatus developed during the war by the Mine Safety Appliances Company, Pittsburgh, Pa., for U. S. Navy fire-fighting and rescue operations, is now available for general industrial and public use. The new apparatus, which requires no outside hose-line connections



Crews of Pennsylvania wreck trains have been trained in use of Chemox breathing apparatus to aid them in emergency work and during maintenance and repair operations in areas where oxygen supplies are deficient or where poisonous or suffocating gases may exist. Three units are installed on each train, except those operating in tunnel territories, which are equipped with six

or high-pressure cylinders, is said to provide complete respiratory protection for at least 45 min. in unbreathable atmospheres.

After donning the apparatus in clean air, the wearer inserts a chemical canister in the assembly, automatically breaking its air-tight seal. His breathing then sends a flow of carbon dioxide through the exhalation tube into the chemicals. Pure oxygen is liberated by the chemical reaction and flows into a neoprene bag that acts like a lung. From this bag, an inhalation tube carries the oxygen to the facepiece. Oxygen continues to be liberated in accordance with the wearer's breathing requirements. An automatic timing device rings a bell after 45 min. to warn the wearer he should return to fresh air and replace the chemical canister. It takes only a few seconds to insert the new canister.



This closeup shows the freedom of movement allowed wearers of the Mine Company's Chemox breathing apparatus, in which oxygen is generated in a replaceable chemical canister by reaction of the wearer's exhalations. The apparatus weighs only 13½ lb., has large non-fogging lenses, is easy to put on, and is described as being comfortable to wear

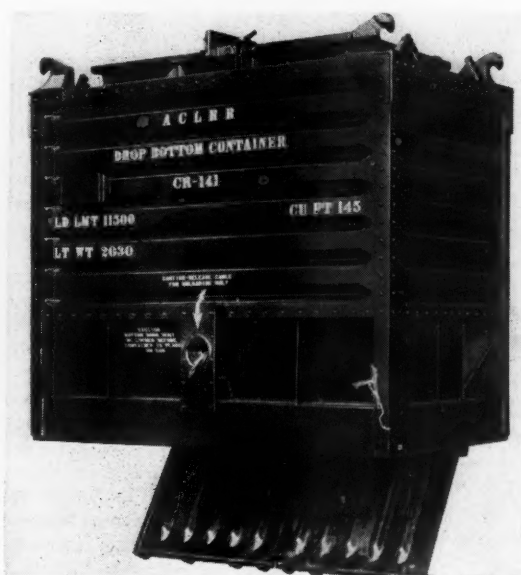
## BULK CONTAINERS

Two types of containers for handling bulk materials have been developed by the Youngstown Steel Door Company, Youngstown, Ohio. The drop-bottom container permits complete and quick discharge of its contents. It can be used for the shipment of both large- and small-size bulk materials, and has been so designed that the discharge of such materials as ground free clay and soda ash may be accomplished in a manner which will prevent the formation of injurious clouds of dust in the plant. This is done by setting the container on the floor, re-

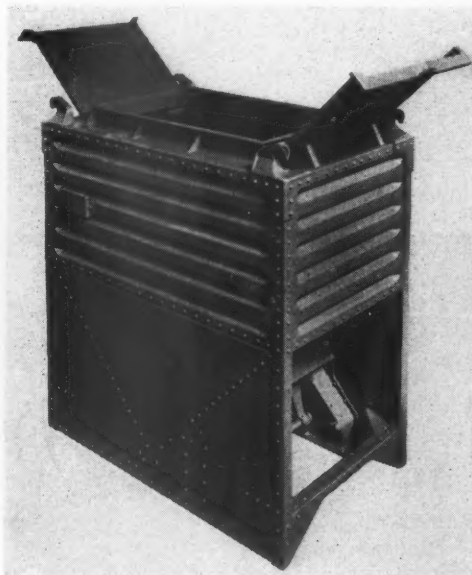
leasing the door, and slowly raising the container. While suspended, it can also be discharged by means of a line attached to the release cable.

The container is provided with a locking mechanism which automatically locks the door when it is placed on the floor. The locking mechanism is so designed that the door is released with the same ease irrespective of the weight of material on the door.

This container is 4 ft. 3 in. wide by 7 ft. long by 6 ft. 5 in. high. The top



Left—the drop door is automatically closed and locked when the container is placed on the floor. Right—The controlled-flow container with the top charging doors open



charging door opening is 2 ft. 11 in. by 4 ft. 11½ in.; the bottom discharge door opening, 2 ft. 9¾ in. by 5 ft. 7¼ in. The capacity of the container is 145 cu. ft. It weighs 2,050 lb., and is designed for a maximum load of 16,000 lb. Sides and ends are corrugated sheets joined together by corner angles extending from the base to the top of the container. The discharge door is formed of a corrugated panel reinforced by steel channels. The discharge door is hinged at four points at the rear and supported at the front by the locking mechanism. The container is equipped with cast-steel lifting hooks at the four top corners.

The size of the container permits loading twelve containers two abreast, in a standard gondola car 9 ft. wide.

The top charging doors are of weatherproof design. The doors are

locked to the throat of the container by a wing nut and eye bolt especially designed for this purpose.

The controlled-discharge container is a modification of the drop-bottom container. It has a rotary-type discharge valve designed to secure controlled flow and partial discharge of material when desired. The hopper bottom is equipped with a geared rotary valve of the controlled-flow type located at the apex of the slope sheets and having a single opening 18¾ in. wide extending the full width of the container. The valve is automatically locked in the closed position and the lock must be manually released before the valve can be opened.

This type container is generally used for the transportation of lime and dolomite or similar materials used on the charging floor of open-hearth furnaces.

## NAILABLE STEEL FLOOR FOR BOX CARS

The nailable steel car floor was first developed by the Great Lakes Steel Corporation, Detroit, Mich., for gondola cars, where it eliminates the need for two types of cars, one with a solid steel floor and one with a wood floor to which blocking can be secured. It is now being applied to box cars.

Wood floors often present greater problems in box cars than in open-top cars. The increased load capacity of lift trucks has prompted the Association of American Railroads to urge shippers to use portable steel plates laid down on the floor where the trucks operate during loading and unloading operations. This was done to prevent the truck wheels from breaking through the floor boards. To permit nailing into the wood floor permanently laid plates, largely in the door area, were perforated.

The nailable steel floor for gondola cars consists of channels 8 in. wide by 2¾ in. deep, with curved webs spaced the diameter of a 20-penny nail apart. These are of N-A-X high-tensile steel, 3/16 in. in thickness, and are substantially the equivalent in strength of carbon steel ¼ in. thick.

Trial applications of the channels in box cars were made of the same material, but reduced in thickness to ⅛ in. in order to keep the tare weight down. The concentrated loads on small-wheel lift trucks caused dishing of the plain surfaces of these channels. Furthermore, the plain surfaces were not completely satisfactory in box cars because they tend to be slippery. There is ample beam strength in the webs of the ⅛-in. channels so the necessary surface stiffness was attained by indented ribbing across the channel on 3-in. centers. This provides a surface stiffness to resist dishing nearly equivalent to that of a plain channel of 5/16-in. plate. The tendency to slip is overcome by filling the transverse grooves with an anti-skid plastic.

As in the gondolas, the nailing grooves between the channels are filled with asphalt plastic having an asbestos fiber binder which insures a tightly closed floor. The composition of this material is of the same character as that in use in gondola floors.

Where box cars are fitted with a permanent upper deck for handling heavy products such as farm tractors, the second deck is usually built up with a combination of steel beams and wood and requires portable intermediate supports. These have to be removed and replaced during loading and unloading operations. One-eighth-inch nailable steel channels with webs 2¾ in. deep have been found to possess sufficient strength to meet the need for a second deck for such loads without intermediate supports.



Nailable steel box-car floor with indented ribs before the application of the anti-skid plastic



Character of the floor damage caused by lift trucks handling heavy pallets is shown beyond the steel-floored door area. Indentations in the steel channels are filled with anti-skid plastic



The nailable steel-floor second-deck spans the car without intermediate supports



# GENERAL NEWS

## Two Months Net Income Totaled \$2 Million

### Net railway operating income was \$48,073,153

Class I railroads in the first two months of 1950 had an estimated net income, after interest and rentals, of \$2,000,000, compared with \$19,000,000 in the corresponding period of 1949, according to the Bureau of Railway Economics of the Association of American Railroads. The two-months' net railway operating income, before interest and rentals, was \$48,073,153, compared with \$65,180,488.

Estimated results for February showed a net deficit of \$9,000,000, compared with a net income of \$6,000,000 for February, 1949, while the net railway operating income for the 1950 month was \$15,236,248, compared with \$30,934,276 in February, 1949. In the 12 months ended with February, the rate of return averaged 2.84 per cent, compared with 4.18 per cent for the 12 months ended with February, 1949.

Gross in the two months amounted to \$1,241,972,636 compared with \$1,406,476,430 in the same period of 1949, a decrease of 11.7 per cent. Operating expenses amounted to \$1,047,778,477 compared with \$1,184,080,063, a decrease of 11.5 per cent.

Forty-six Class I roads failed to earn interest and rentals in the two months, of which 24 were in the Eastern district, 2 in the Southern region and 20 in the Western district.

Class I roads in the Eastern district in the two months had an estimated deficit of \$12,000,000 compared with a net income of \$22,000,000 in the same period of 1949. For February, their estimated deficit was \$17,000,000 compared with a net income of \$9,000,000 in February, 1949.

Those same roads in the two months had a net railway operating income of \$14,126,911 compared with \$48,709,002 in the same period of 1949. They experienced a deficit in net railway operating income of \$2,714,359 in February compared with a net railway operating income of \$22,727,875 in February, 1949.

Gross in the Eastern district in the two months totaled \$543,635,042, a decrease of 18.6 per cent compared with the same period of 1949, while operating expenses totaled \$473,557,051, or a decrease of 13.3 per cent.

Class I roads in the Southern region in the two months had an estimated net income of \$11,000,000, compared with \$11,000,000 in the same period of 1949. For

CLASS I RAILROADS — UNITED STATES MONTH OF FEBRUARY		
	1950	1949
Total operating revenues	\$ 584,927,686	\$ 675,771,407
Total operating expenses	501,117,846	567,794,600
Operating ratio — per cent	85.67	84.02
Taxes	55,118,342	64,289,723
Net ry. op. income (Earnings before charges)	15,236,248	30,934,276
Net income, after charges (est.)	Def. 9,000,000	6,000,000
TWO MONTHS ENDED FEBRUARY 28, 1950		
Total operating revenues	\$1,241,972,636	\$1,406,476,430
Total operating expenses	1,047,778,477	1,184,080,063
Operating ratio — per cent	84.36	84.19
Taxes	119,154,944	130,917,174
Net ry. op. income (Earnings before charges)	48,073,152	65,180,488
Net income, after charges (est.)	2,000,000	19,000,000

February, they had an estimated net income, of \$5,000,000 compared with \$5,000,000 in February 1949.

Those same roads in the two months had a net railway operating income of \$18,527,902, compared with \$18,238,007 in the same period of 1949. Their net railway operating income in February amounted to \$8,597,221 compared with \$8,851,992 in February, 1949.

Gross in the Southern region in the two months totaled \$191,493,722, a decrease of 7.1 per cent compared with the same period of 1949, while operating expenses totaled \$150,276,508, a decrease of 9.1 per cent.

Class I roads in the Western district in the first months had an estimated net income of \$3,000,000, compared with a net deficit of \$14,000,000 in the same period of 1949. For February, they had an estimated net income of \$3,000,000 compared with a net deficit of \$8,000,000 in February, 1949.

Those same roads in the two months

### Would Curb Rail Efforts To Meet Water Competition

The National Rivers and Harbors Congress, at its recent annual meeting in Washington, D. C., adopted a resolution which appealed to Congress to enact legislation "to limit the degree" to which the Interstate Commerce Commission can grant the railroads fourth-section relief in connection with publication of water-competitive rates. Only such legislation, the resolution asserted, "can assure a reasonable future for the water carriers of the nation and a reasonable rate for the shippers along our waterways."

had a net railway operating income of \$15,418,340 compared with a deficit of \$1,766,521 in the same period of 1949. Their net railway operating income, in February amounted to \$9,353,386 compared with a deficit of \$645,591 in February, 1949.

Gross in the Western district in the first months of 1950 totaled \$506,843,872, a decrease of 4.9 per cent compared with the same period of 1949, while operating expenses totaled \$423,944,918, a decrease of 10.3 per cent.

## See Subsidies at Heart Of Transport Problem

### Fort, Parmelee so advise Senate's Myers committee

J. Carter Fort and Julius H. Parmelee, vice-presidents of the Association of American Railroads, this week told the Senate's subcommittee on domestic land and water transportation that solution of the nation's transport problem awaits the elimination of subsidies to agencies competing with the railroads. They made their presentations on April 4 and 6 at the first sessions of public hearings which the subcommittee, headed by Senator Myers, Democrat of Pennsylvania, is conducting in connection with studies it is making pursuant to Senate Resolution 50.

#### The Basic Inequity

The railroads, as Mr. Fort put it, are "confident" that their presentations will convince the subcommittee "that the basic difficulty in domestic transportation arises from the unfair competitive situation as among the several forms of transportation—a situation which results from government subsidies to, and other governmental promotional activities in connection with, certain forms of transportation, and from inequities as among the several forms of transportation with respect to governmental regulation."

Dr. Parmelee put it this way: "When all the facts are sifted, are given proper weight, and are placed in logical order, the factor of subsidized competition emerges as one of the outstanding causes of the transportation problem as it exists today. Other factors, of course, contribute to the problem, but none whose roots go so deep, whose influence has such profound effect, and whose elimination would be more beneficial."

**"GAY NINETIES" DECOR FOR THE NEWEST "CHIEF"**—The "Centennial Club" highlights the Atchison, Topeka & Santa Fe's new "Kansas City Chief" which began daily overnight service between Chicago and Kansas City on April 2. Specially designed for the new train by R. T. Anderson, Santa Fe's general passenger traffic manager, the car is authentic Victorian, from the polished oil-type lamps to the floral, shuttle-point rug. Certain to please grandma—as well as her grandchildren—are the gold satin drapes complete with flounces, which set off the dark green and white striped walls, and the walnut-framed furniture with its upholstery of grey velvet, gold brocatelle, red nylon velvet and Normandy tapestry. In grandma's day, however, the car would not have featured foam rubber cushions, air conditioning, or radio equipment. In addition to the lounge shown here, there is a breakfast section where, amid Victorian decor, the passenger orders from menus styled in the manner of yesteryear, uses napkins of calico and finds silver dollars, instead of bills, in his change when the amount warrants. An anachronism located in the center of the car is the all-stainless steel kitchen and bar equipped with a Carbo-Frezer dry ice refrigeration unit. Several months of study were necessary to make this replica authentic, according to Mr. Anderson. Two identical cars operate in the new service, which includes modern lightweight sleeping cars and coaches equipped with new leg-rest type reclining seats. Operating on a simultaneous two-way schedule, the "Kansas City Chief" leaves Chicago and Kansas City at 10 p.m. and arrives at the opposite terminal at 7:45 the next morning.



The subcommittee is a unit of the Senate committee on interstate and foreign commerce, and Chairman Myers was the only member present at the opening session of the hearings on April 4. He had with him E. R. Jelsma who is director of the subcommittee's staff. Other members of the subcommittee are Senator Johnson, Democrat of Colorado, who is chairman of the parent committee, and Senators Johnson, Democrat of Texas, Bricker of Ohio, and Capehart of Indiana, Republicans.

#### Committee Objectives

In an opening statement, Senator Myers said that the subcommittee was "interested in determining whether present policies in domestic land and water transportation provide for fair and impartial regulation; whether they provide for the establishment and maintenance of reasonable charges and for the development, coordination, and preservation of a strong national transportation system. . ." It is the subcommittee's hope, the senator added, that the material assembled by its staff and presentations at the hearings will enable it to present "a complete factual study of a scope not heretofore attempted, so that the problems of each type of carrier will appear with sufficient clarity . . . and that proper evaluations may be made."

With such a basis, the subcommittee, in the judgment of its chairman, can make "a proper determination of the effectiveness of existing laws in promoting and carrying out the declared Congressional policy as set forth in the Transportation Act of 1940." The chairman's opening statement also advised interested parties that they may submit state-

ments "in rebuttal or clarification" of any presentations made at the hearings. He asked that such statements be submitted within 10 days of the date on which the involved presentations were made.

A.A.R. Vice-Presidents Fort and Parmelee were the first of a series of railroad witnesses. The hearing schedule calls for two sessions each week, on Tuesdays and Thursdays, and the railroad presentations are scheduled to continue through the April 25 session. The competitive situation as it pertains to air carriers, water carriers, and highway carriers will be discussed, respectively, by Sidney S. Alderman, general counsel of the Southern, Gregory S. Prince, assistant general solicitor of the A.A.R., and David I. Mackie, general counsel of the Delaware, Lackawanna & Western.

They will be followed by W. L. Grubbs, general counsel of the Louisville & Nashville, who, Mr Fort said, "will discuss the regulatory laws and point out inadequacies and inequities believed to exist in the system of regulation as it stands." The schedule for the April 27 session calls for a presentation by S. M. Felton, president of the American Railway Car Institute.

#### Administrative Failure

As Mr. Fort described it, the purpose of his own statement was to outline the procedure which the railroads expect to follow, and "to call attention to a few outstanding features of existing conditions in domestic transportation." In the latter connection, he first looked over the declared national transportation policy and found that it "clearly contemplates that each form of transportation

will take its proper place, no more and no less, in the overall national transportation system." This "can be accomplished only under conditions of fair and equal competition," the A.A.R. vice-president added.

He went on to tell the subcommittee that it had the task of ascertaining "whether activities with respect to transportation, which constitute the actual policy of the government, are in accord with the declared policy of Congress." It is the railroads' "belief," as stated by Mr. Fort, that the subcommittee "will be unable to escape the conclusion that governmental transportation activities . . . are in direct conflict with the declared policy and are of such character as to defeat a realization of that policy."

"In our judgment," Mr. Fort continued, "the competitive situation will be found at the heart of the transportation problem and governmental activities, wholly inconsistent with the declared policy of Congress, will be found at the heart of the competitive situation."

Pointing up what he considered "striking and concrete evidence of failure to achieve the purpose of the declared transportation policy," the A.A.R. vice-president noted that the railroads in 1949 earned "only 2.91 per cent on their depreciated investment." He called this "less than half what is necessary to maintain the industry in a sound and healthy condition," and said that "regulated utilities as a rule are permitted to earn a return of 6 per cent or more," while "most industrials" in recent years "have earned a return much higher than that."

Mr. Fort found "another significant and alarming" measure of the present



financial condition of the railroads "in the thin and diminishing margin between gross operating revenues, on the one hand, and operating expenses and taxes on the other." In 1949, he said, "only 8 cents" remained out of each dollar of gross after the payment of expenses and taxes. And he suggested that this should be "contrasted" with margins of 15 cents in the 1921-25 period; 18.5 cents in the 1926-30 period; 13.4 cents for the "depression years" 1931-35; 14.5 cents in the 1936-40 period; and 14.4 cents in the 1941-45 period.

"It would be difficult to overstate the seriousness of the threat inherent in this narrow and declining margin between intake and outgo," Mr. Fort continued. "A narrow margin of this kind makes the railroads dangerously vulnerable to a decline in the volume of traffic."

He went on to point out that, while railroad traffic is greater than ever before, the railroads have been losing ground relatively. In 1949 they performed only 61.5 per cent of the total inter-city ton-miles. Dr. Parmelee called this an "all-time low," comparing it with figures of 76.8 per cent for 1926, 62.3 per cent for 1940, 72.7 per cent for 1943, and 70 per cent for 1944. His figures on commercial passenger traffic (excluding travel by private automobile) showed that the relative loss there suffered by the railroads has been "even more severe." Their 1949 share was only 54 per cent of the total, as compared with 75.2 per cent in 1926, 61.5 per cent in 1940, and 74.4 per cent in 1944.

#### Subsidies Increase Costs

Meanwhile, Mr. Fort had made his comment on the subsidiary situation, as noted above; and Chairman Myers asked him if the railroad opposition to subsidies extended to the federal-aid highway and airport programs. The A.A.R. vice-president replied that the railroads do not oppose those programs "as such," or the provision by the government of other transportation facilities which are "needed" by the public. What they do oppose is the use of government facilities by commercial transport agencies without payment, or on the basis of payments which do not cover the cost to the government of providing the facilities for such commercial use.

Under present conditions, Mr. Fort said in his prepared statement, "increasing amounts of money have been and are now being expended" by the federal, state and local governments in aid of highway, air and water carriers. Meanwhile, the railroads "receive no subsidies of any kind." In the public-aids report made by the staff of the former Board of Investigation and Research, the A.A.R. vice-president found support for an assertion that "the chief evil in the subsidy system . . . is that, instead of resulting in cheap transportation, subsidies actually increase the total cost of transportation," because "the total cost of transportation includes not only the cost to the users but also the cost to the gen-

eral taxpayers, which are reflected in the subsidies."

"It is," Mr. Fort continued, "a strange situation in which a shipper by rail is required, as a taxpayer, to contribute to the support of the very condition which makes transportation by other agencies available to other shippers at lower rates while, at the same time, increasing the cost to him of the transportation without which he cannot get along. . . ."

"The only real hope of obtaining the lowest possible railroad rates over the long term lies in bringing about the lowest possible unit costs of performing rail transportation. This hope cannot be realized if a substantial amount of traffic is to be artificially diverted from the railroads to other forms of transportation by governmental subsidies and other governmental practices designed to favor the competitors of the railroads. . . . Neither can it be realized if the railroads are to be impoverished, whatever the cause, so that they cannot take advantage of all opportunities for technological improvement. . . . The best in plant, equipment and facilities must be provided and utilized. This cannot be done except under adequate railroad earnings."

Dr. Parmelee's presentation was a comprehensive description of "The Railroad Situation." It was supported by a supplemental statement comprised of 23 statistical tables and 13 charts. As he summarized it, the presentation was an undertaking to show that the railroads "perform an essential service in time of peace and an indispensable and irreplaceable service in time of war"; that they "are operated with increasing efficiency, economy and safety and that they have continuously improved their plant and facilities toward those ends"; that they "are conservatively financed, have for many years reduced their debt and fixed charges, and have followed a conservative dividend policy."

"Despite these progressive accomplishments," Dr. Parmelee added, "the

#### Truckers Dislike Westinghouse Policy

John V. Lawrence, managing director of the American Trucking Associations, Inc., has demanded that Andrew H. Phelps, vice-president of the Westinghouse Electric Corporation, "document charges" which Mr. Lawrence says Mr. Phelps "made against the trucking industry" in his address to the Western Railway Club at Chicago on March 20.

Mr. Phelps' address, which was published in full in the *Railway Age* of March 25, page 42, revealed that it is now his company's fixed transportation policy (1) to use railroads for all Westinghouse shipments "unless trucks offer important advantages in service or lower rates," and (2) whenever truck rates are lower than rail rates, to give railroads "an opportunity to make adjustment which will enable us to ship by rail at competitive rates."

facts show that the railroads are in serious financial difficulties. Their earnings are not now sufficient to attract a continuing flow of new capital to the industry."

The director of the A.A.R. Bureau of Railway Economics then proceeded to describe the American transportation system and to discuss the fundamental characteristics of railroad service. With all the development of other forms, he said, "it remains true today as ever that the economy of the United States is built around the railroad freight car."

When he called the railroads the "only true common carriers," Chairman Myers interrupted to ask if that statement could be supported. The senator suggested that representatives of other agencies might have something to say about the matter. Dr. Parmelee replied that he was confident the assertion could be supported, and proceeded with his prepared statement, the next paragraph of which included the following:

"All other forms of transport are limited in the territory served, or in the seasons and weathers in which they can operate, or in the nature of what they can haul, or in their ability to expand capacity readily and economically. No one of them, nor all of them together, could conceivably take the place of railroads as the true common carrier of the commerce of the American continent."

Dr. Parmelee's review of the railroad financial situation included figures com-

#### Six A. A. R. Sections to Move From New York to Chicago

Effective April 17, the headquarters of the Signal, Communications, Operating, Safety, Protective, and Medical and Surgical Sections of the Association of American Railroads will be transferred from 30 Vesey street, New York, to 59 East Van Buren street, Chicago 5. Personnel to be transferred includes the present secretaries of the various sections—R. H. C. Balliet, A. H. Grothmann and J. C. Caviston.

#### Tulane University to Sponsor Institute on Foreign Transport

Tulane University will sponsor an institute on foreign transportation and port operations in New Orleans, April 24-28.

Intended as "an educational program designed to improve the competence of junior executives (present and prospective) in transportation aspects of foreign commerce . . .", the institute will be undertaken as a non-profit, educational endeavor by the university and a group of New Orleans clubs and associations in the commerce field. Open both to designated employees of interested commercial organizations, and students whose background indicates capability of taking the course, the institute will feature lectures and panel discussions by men prominent in transportation and traffic administration. In addition a number of



field trips are planned, including inspection of the harbor of New Orleans and of the New Orleans Public Belt Railroad.

Details may be obtained from Marvin L. Fair, professor of economics and transportation, Tulane University, 6823 St. Charles ave., New Orleans.

### Oral Argument in Express Case Is Set for May 11

The Interstate Commerce Commission has set May 11 as the date on which it will hear oral argument in the case involving apportionment of Railway Express Agency revenues among individual railroads. The argument will be held in Washington, D. C. As noted in *Railway Age* of February 4, pages 55-56, an examiner's report has been issued recommending that the I.C.C. approve the present plan for apportionment.

### Approves 25-Cent Charge For "Red Cap" Service

Increased charges for "red cap" services at St. Louis, Mo., Cincinnati, Ohio, Columbus, and Indianapolis, Ind., have been approved by Division 3 of the Interstate Commerce Commission. The approved increases raise the charge for handling passengers' hand baggage from 15 cents to 25 cents per piece, while the charge for handling a baggage truckload for parties with more than 10 pieces is up from \$1.50 to \$2.50.

The higher charges are published in tariffs which had been suspended since

last fall, but the suspensions were vacated as of March 31 by the order accompanying Division 3's report. The report, in I. & S. Docket No. 5693, represented the view of Commissioners Patterson and Johnson. The division's third member, Commissioner Cross, filed a brief dissenting expression. The increases were opposed by the United Transport Service Employees, C.I.O., which took the position that all charges for red-cap service should be eliminated.

### Emergency Board Report

An emergency board has submitted to President Truman a report recommending that the Terminal Railroad Association of St. Louis restore to its engine-service employees their former wage differential of 56 cents per day above the national scale for yard enginemen. The differential was dropped in August, 1948, the Terminal having taken the position that it had been absorbed by adjustments made in connection with nationwide increases granted to railroad operating employees at that time.

The board found in effect that the employees' claim for a premium payment above the national yard rates was justified by the history of their wage situation. However, it recommended that the increase be applied retroactively only to December 1, 1949. There was no specific explanation of that determination, but the report noted that the parties had let the dispute lie dormant for about 10 months prior to that date.

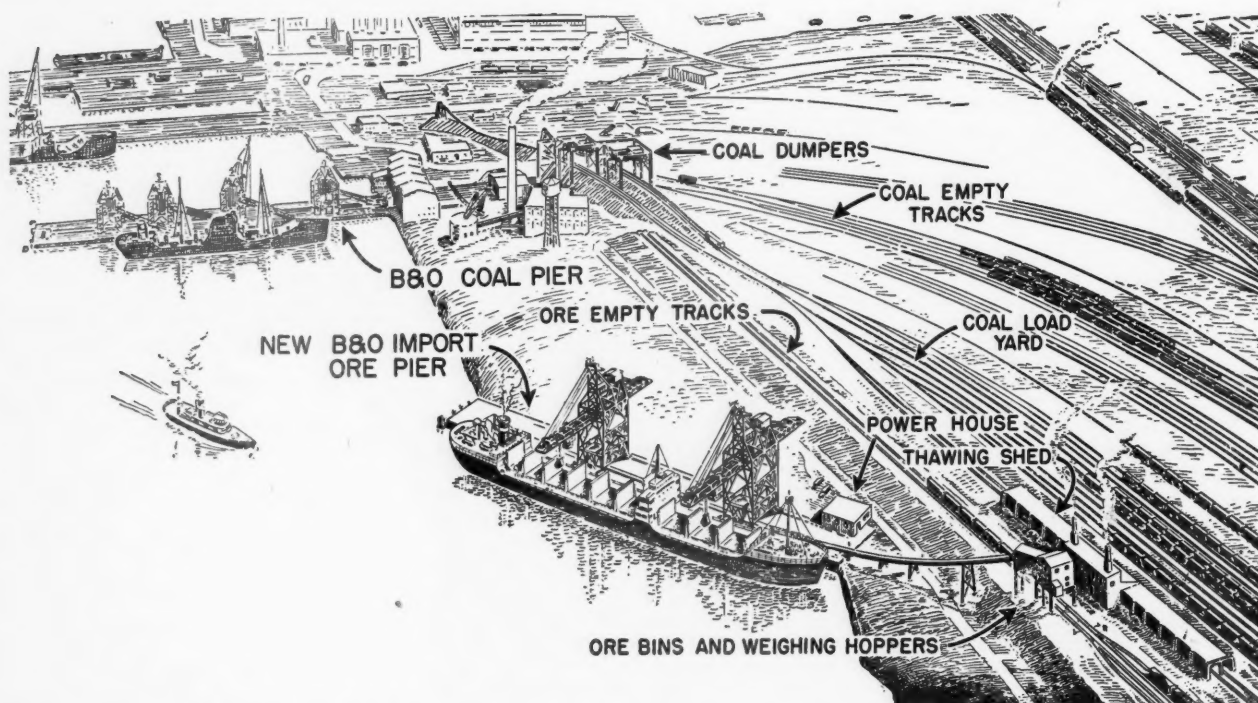
The employees involved were represented by the Brotherhood of Locomotive Engineers and Brotherhood of Locomotive Firemen & Enginemen. Members of the board were Chairman Joseph L. Miller, A. Langley Coffey, and Walter Gellhorn.

### Unions' Demands Endanger Passenger Jobs—Symes

Separate public tribunals ruling on the rates railroads can charge and the wages they must pay have placed the carriers in an "impossible crossfire," J. M. Symes, vice-president in charge of operation of the Pennsylvania, told the fact-finding board which is hearing the demands of the Order of Railway Conductors and the Brotherhood of Railroad Trainmen for a 40-hour week for yard employees and important rule changes.

Mr. Symes, the first carrier witness, said that these tribunals act independently on matters that are closely related and that neither recognized the findings of the other. "At the same time a fact-finding board was granting the non-operating employees a 40-hour week with 48 hours pay," he said, "the Interstate Commerce Commission was denying the railroads a sufficient rate increase to meet their revenue requirements," both tribunals apparently justifying their action on the strength of the savings the railroads had effected through the use of Diesel motive power.

"While one was increasing the operating costs of the railroads," he said, "the other was admonishing the railroads to



An engineers' conception of the new Baltimore & Ohio import-ore pier at Baltimore, Md., which will be completed early in 1951 at a cost of \$5,000,000 (see *Railway Age* of January 14, page 47). The pier is intended primarily for handling imported ores from Liberia, Venezuela, Chile and other countries. Incoming coal-laden hopper cars, emptied at the adjacent coal pier, will be switched quickly to the ore pier for reloading and outbound movement. Awards of contracts for pier construction and dredging were reported in *Railway Age* of March 4, page 71, and for manufacture and installation of ore handling machinery in the issue of February 18, page 72.

look to further reduction in operating costs to solve their revenue problems." Mr. Symes said that he did not believe the unions realized "the significance of competition in the railroads' passenger train service," in seeking a 100-mile basic day in that service, and in asking that trainmen's pay rates be scaled depending on the size of locomotives pulling the trains. "It is to the best interests of the employees to reduce the cost of passenger train operation so that they can preserve these attractive jobs," he said.

The unions' testimony carried over until April 4, with several days devoted to their proposal for initial terminal pay in addition to pay for road trips for freight or passenger crews delayed in excess of 30 minutes. The union witnesses stressed the point that they are not seeking a pay rule but protecting the "time-off rights which the men have earned" under the dual basis of pay.

Judge M. J. O'Malley, chairman of the emergency board, raised the question whether this kind of rule—being "something the carriers and brotherhoods ought to know more about than anybody else"—ought not to be settled between the parties rather than submitted to a board of non-technical men.

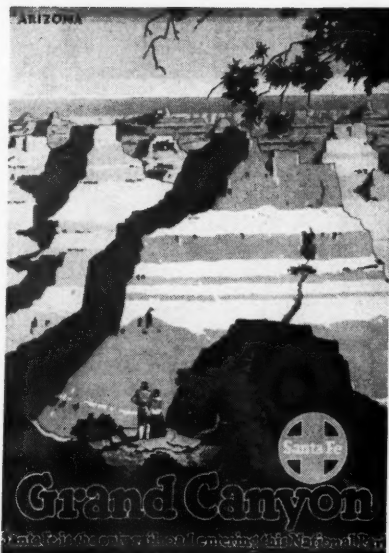
## See 2nd-Quarter Loadings 1.4 Per Cent Above 1949

Freight car loadings in the second quarter of 1950 are expected to be 1.4 per cent above those in the same period in 1949, according to estimates of the 13 Regional Shippers Advisory Boards. On the basis of those estimates, car loadings of the 32 principal commodity groups will be 7,753,700 cars in the second quarter, compared with 7,645,794 actual loadings for the same commodities in the corresponding period of 1949. Seven boards estimate an increase and six estimate a decrease in loadings.

The tabulation shows actual loadings for each district in the second quarter of 1949, estimated loadings for the second quarter of 1950, and percentage of change.

The boards expect an increase in the loadings of 17 and a decrease in 15 of the commodities listed. Among those showing the increase are: Vehicle parts other than trucks and automobiles, 19.2 per cent; cotton, 13.1 per cent; automobiles and trucks, 9.4 per cent; paper, paperboard and prepared roofing, 7.7

Shippers Advisory Boards	Actual Loadings Second Quarter 1949	Estimated Loadings Second Quarter 1950	Per Cent Increase
New England ..	114,128	123,984	8.6
Atlantic States..	784,853	793,448	1.1
Allegheny .....	995,777	1,024,501	2.9
Ohio Valley ..	987,478	1,025,445	3.8
Southeast .....	856,487	900,194	5.1
Great Lakes ..	619,805	608,941	1.8 dec.
Central Western	230,545	215,403	6.6 dec.
Mid-West .....	871,209	896,894	2.9
Northwest .....	717,720	714,579	0.4 dec.
Trans-Mo.-Kans..	373,774	370,126	1.0 dec.
Southwest .....	483,573	467,449	3.3 dec.
Pacific Coast ..	359,118	352,512	1.8 dec.
Pacific Northwest	251,327	260,223	3.5
<b>TOTAL .....</b>	<b>7,645,794</b>	<b>7,753,700</b>	<b>1.4</b>



First in a series of six new four-color travel posters of southwestern vacation areas, these portray the Grand Canyon from the south rim, and the colorful land of the Pueblos of northern New Mexico. Designed by A. A. Dailey, general advertising manager of the Santa Fe, and painted by Oscar Bryn, the posters are currently being distributed by the road to travel agencies, luggage shops, department stores and schools

per cent; coal and coke, 5.8 per cent; metals other than iron and steel, 5.5 per cent; cement, 5.1 per cent; lumber and forest products, 3.5 per cent; fertilizers of all kinds, 2.9 per cent; fresh fruits, other than citrus, 2.3 per cent; sugar, syrup and molasses, 2.2 per cent; lime and plaster, 2.2 per cent; chemicals and explosives, 2.2 per cent; food products in cans and packages, 2 per cent, and salt, 1.8 per cent.

Commodities for which decreases are estimated include: Cotton seed, soybean-vegetable cake and meal, except oil, 24.2 per cent; hay, straw and alfalfa, 20.7 per cent; machinery and boilers, 12.4 per cent; fresh vegetables other than potatoes, 7.4 per cent; grain, 6.1 per cent; citrus fruits, 5.3 per cent; agricultural implements and vehicles other than automobiles, 4.2 per cent; ore and concentrates, 3.9 per cent; iron and steel, 3.8 per cent; poultry and dairy products, 2.4 per cent; and flour, meal and other mill products, 2.3 per cent.

## Supreme Court Won't Rule On F.E.C. Reorganization

A refusal by the U. S. Supreme Court to review lower court action in the case of *Atlantic Coast Line Railroad Company, et al., v. St. Joe Paper Company, et al.*, this week sent the Florida East Coast back to the Interstate Commerce Commission for a new reorganization plan. By its action, the Supreme Court left in effect a U. S. district court decision which had disapproved an I.C.C. plan of reorganization for the F.E.C. The reorganization proceedings which began in January, 1941, will now presumably go back to the I.C.C. for further hearings and formulation of a plan acceptable to the courts.

As reported in *Railway Age* of April 3, 1948, the I.C.C. approved a plan of reorganization which included among its provisions the merger of the F.E.C. with the A.C.L. The commission's action, a 6-to-5 decision, was opposed by various bondholding interests, including the St. Joe Paper Company, which is controlled by the E. I. duPont estate. The paper company and other bondholder groups opposing the commission's plan together held approximately \$32,500,000 of the \$45,000,000 of F.E.C. outstanding first and refunding mortgage bonds.

When the commission certified the reorganization plan to the U. S. district court for the Southern District of Florida, the bondholder groups continued their opposition. On January 10, 1949, Judge Samuel H. Sibley disapproved the I.C.C. plan on the following grounds:

(1) That the provision of the plan for a forced merger with the A.C.L., over the objections of an overwhelming majority of the bondholders of the F.E.C., was not in accordance with statutory provisions and, therefore, beyond the power of the I.C.C. to propose and approve;

(2) That even if the plan were a lawful one, the court should not approve it because it is clear that if it is approved all of the opponents will oppose its confirmation, and since the objectors are reasonably justified and not merely obstructors, and the court ought not to, and would not, confirm it over their objections, approval of the plan now would be in vain; and

(3) That the plan is not "fair and equitable" and does not "afford due recognition to the rights of refunding bondholders."

These findings were upheld in a 2-to-1 decision in the court of appeals for the Fifth Circuit.

In its brief to the Supreme Court



asking a review of the case, the A.C.L. said the courts had sent the proceedings back to the I.C.C. for a "more favorable plan" without suggesting how or what such a plan might be. Declaring that this would result in a "shuttle system" between the commission and the courts in trying to find an acceptable plan, the A.C.L. said the basic question in the case is "how is the primary power in a Section 77 (reorganization) proceeding, to determine what a plan of reorganization shall provide, distributed among the commission, the courts and the security holders?"

### House Committee Approves Federal-Aid Highway Bill

The House committee on public works has approved a federal-aid highway bill which would authorize appropriations of \$570,000,000 for each of the fiscal years ending June 30, 1952, and June 30, 1953. The bill, H.R.7941, was written following hearings held by the committee, and it was introduced in the House by the committee's chairman, Representative Whittington, Democrat of Mississippi.

The \$570,000,000 proposed for each of the two years would include \$500,000,000 for the regular federal-aid program, and \$70,000,000 for "expediting" construction and improvement of the "national system of interstate highways" as designated by the Federal-Aid Highway Act of 1944. The \$500,000,000 proposed for the regular program would include \$225,000,000 for the federal-aid "primary" system, \$150,000,000 for the "secondary" system, and \$225,000,000 for highway projects in urban areas.

### D.L. & W. and Switchmen Agree on 40-Hour Week

The Delaware, Lackawanna & Western has signed an agreement with the Switchmen's Union of North America for a 40-hr. week for members of the union employed by the railroad. Provisions of the agreement call for time-and-one-half pay for work after eight hours a day, or after the fifth day of the work week.

### I. C. C. Will Hear Argument On Cut in Rates on Steel

The Interstate Commerce Commission will hear oral argument April 18, at Washington, D. C., on the proposal of eastern railroads to reduce their rates on certain iron and steel products by about 25 per cent to meet truck competition.

The proposal, which was reported in the *Railway Age* of March 18, page 84, was filed with the commission on March 31 in tariffs to become effective May 1, but in a supplementary motion filed on April 4 the railroads asked that the commission allow the new tariffs to become effective on 10 days' notice.

The railroads' original application of March 31 was designed "to lay before the commission the essential facts which governed the publication of these rates with

the object of demonstrating . . . that they are necessary and lawful, and should be permitted to go into effect promptly without suspension." To that end it included — in addition to descriptions of the rates themselves and to traffic studies revealing the extent of truck competition — argument on the following points:

(1) Official territory railroads depend heavily upon iron and steel for revenues necessary to operate.

(2) Railroad rates are substantially higher than truck rates and truckers are hauling more than half of the manufactured iron and steel traffic within Official territory.

(3) The proposed rates will preserve present revenues of the carriers on iron

and steel traffic and will result in additional revenues to them.

(4) The proposed rates will be in excess of minimum reasonable rates.

(5) The proposed rates would still leave the truckers with important advantages [particularly the fact that proposed rail rates are based on minimum carload weights of 80,000 lb., while the truckload minimum will remain from 20,000 lb. to 40,000 lb.].

(6) The proposed rates will comply in the public interest with the commission's admonition [for "initiation of measures, both in pricing and service, to retain and increase traffic"] in Ex Parte 168.

The commission's order setting the matter for oral argument said that the argument would be for the purpose of

## Selected Income and Balance-Sheet Items of Class I Steam Railways in the United States

Compiled from 128 reports (Form IBS) representing 132 steam railways  
(SWITCHING AND TERMINAL COMPANIES NOT INCLUDED)

Income Items	United States			
	For the month of December 1949	For the month of December 1948	For the twelve months of 1949	For the twelve months of 1948
1. Net railway operating income . . . .	\$69,309,849	\$64,491,439	\$686,515,057	\$1,002,212,263
2. Other income . . . . .	61,066,963	35,212,889	254,497,492	235,091,587
3. Total income . . . . .	130,376,812	99,704,328	941,012,549	1,237,303,850
4. Miscellaneous deductions from income . . . . .	6,744,296	5,919,013	40,299,544	64,835,897
5. Income available for fixed charges	123,632,516	93,785,315	900,713,005	1,172,467,953
6. Fixed charges:				
6-01. Rent for leased roads and equipment . . . . .	9,004,965	9,635,435	120,122,021	130,170,508
6-02. Interest deductions <sup>1</sup> . . . . .	25,538,667	23,861,246	298,438,157	290,841,685
6-03. Other deductions . . . . .	563,967	528,500	2,869,628	2,305,075
6-04. Total fixed charges . . . . .	35,107,599	34,025,181	421,429,806	423,317,268
7. Income after fixed charges . . . . .	88,524,917	59,760,134	479,283,199	749,150,685
8. Other deductions . . . . .	6,069,468	14,317,750	41,214,587	49,768,854
9. Net income . . . . .	82,455,449	45,442,384	438,068,612	699,381,831
10. Depreciation (Way and structures and Equipment) . . . . .	34,683,574	32,848,872	407,815,164	375,623,328
11. Amortization of defense projects . .	1,465,519	1,158,622	16,514,092	16,568,904
12. Federal income taxes . . . . .	12,592,286	33,590,366	261,650,595	448,242,066
13. Dividend appropriations:				
13-01. On common stock . . . . .	18,236,152	28,854,228	188,049,252	219,761,709
13-02. On preferred stock . . . . .	9,019,743	10,256,958	64,302,583	69,244,804
Ratio of income to fixed charges (Item 5 ÷ 6 = 04) . . . . .	3.52	2.76	2.14	2.77

Selected Expenditure and Asset Items	United States	
	Balance at end of December 1949	1948
17. Expenditures (gross) for additions and betterments—Road . . . . .	\$320,234,857	\$344,590,432
18. Expenditures (gross) for additions and betterments—Equipment . . . .	974,444,917	920,782,771
19. Investments in stocks, bonds, etc., other than those of affiliated companies (Total, Account 707) . . . .	491,381,162	518,388,237
20. Other unadjusted debits . . . . .	99,952,183	122,743,207
21. Cash . . . . .	826,928,246	896,978,206
22. Temporary cash investments . . . .	743,707,805	1,036,383,076
23. Special deposits . . . . .	100,007,899	121,716,716
24. Loans and bills receivable . . . . .	1,229,444	6,048,021
25. Traffic and car-service balances—Dr. . .	50,901,393	54,723,967
26. Net balance receivable from agents and conductors . . . . .	131,417,638	122,404,576
27. Miscellaneous accounts receivable . .	288,689,764	346,019,972
28. Materials and supplies . . . . .	725,521,375	852,162,020
29. Interest and dividends receivable . .	15,923,212	17,073,700
30. Accrued accounts receivable . . . . .	150,658,125	164,946,808
31. Other current assets . . . . .	32,240,791	38,769,463
32. Total current assets (Items 21 to 31) . . . . .	3,067,225,692	3,657,226,525
Selected Liability Items		
40. Funded debt maturing within 6 months <sup>2</sup> . . . . .	\$183,506,594	\$201,523,382
41. Loans and bills payable <sup>3</sup> . . . . .	10,116,360	4,341,352
42. Traffic and car-service balances—Cr. . .	89,327,692	87,226,948
43. Audited accounts and wages payable . .	429,157,267	502,430,272
44. Miscellaneous accounts payable . . .	204,377,551	233,095,243
45. Interest matured unpaid . . . . .	55,874,352	56,385,187
46. Dividends matured unpaid . . . . .	15,821,909	25,473,596
47. Unmatured interest accrued . . . . .	71,961,037	71,016,335
48. Unmatured dividends declared . . . .	22,246,281	26,344,585
49. Accrued accounts payable . . . . .	166,570,523	213,600,646
50. Taxes accrued . . . . .	560,444,320	752,867,595
51. Other current liabilities . . . . .	70,768,890	86,669,126
52. Total current liabilities (Items 41 to 51) . . . . .	1,696,666,182	2,059,450,885
53. Analysis of taxes accrued:		
53-01. U. S. Government taxes . . . . .	425,013,497	625,256,728
53-02. Other than U. S. Government taxes . .	135,430,833	127,610,867
54. Other unadjusted credits . . . . .	259,207,038	275,131,202

<sup>1</sup> Represents accruals, including the amount in default.

<sup>2</sup> Includes payments of principal of long-term debt (other than long-term debt in default) which becomes due within six months after close of month of report.

<sup>3</sup> Includes obligations which mature not more than one year after date of issue.

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.



hearing interested parties "as to whether and to what extent the commission should exercise . . . the authority conferred upon it under sections 4, 6 and 15(7) of the Interstate Commerce Act." Section 4 is involved because the carriers are seeking some relief from the long-and-short-haul clause in connection with the proposed rates; and they also plan to seek some relief, under section 6, from the usual tariff-publishing requirements. Section 15(7) is that which authorizes the commission to hold hearings on rate proposals and to suspend such proposals while it is investigating them.

### Transport Editors on Program For U. S. Chamber's Meeting

Five transportation editors will participate in a panel discussion at the forthcoming meeting of the Chamber of Commerce of the United States which will be held in Washington, D. C., from May 1 to 3, inclusive. The panel discussion, entitled "The Press Looks at Transportation," will be held at a luncheon session on May 2.

The participants will be William H. Schmidt, Jr., western editor of *Railway Age*; Stanley Ferguson, shipping editor of the *New York Journal of Commerce*; Robert J. Bayer, editor of *Traffic World*; Wayne W. Parrish, editor and publisher of *American Aviation*; and Leon F. Bani-gan, editor of *Fleet Owner*. They will discuss these questions:

(1) Will the mounting competition among carriers in 1950 create new national transport issues?

(2) Is our transport system being weakened or strengthened by government aid?

(3) Is government invading the field of management to the detriment of a sound transportation system?

### I.C.C. Mahaffie Act Ruling Upheld by Supreme Court

In a per curiam decision handed down April 3, the U. S. Supreme Court upheld the first determination made by the Interstate Commerce Commission under section 20b (Mahaffie Act) of the Interstate Commerce Act. The high court's action affirmed a lower court decision in favor of the commission, and was made in the case of *Jacob F. Holmes, et al. v. the Interstate Commerce Commission and the Macon, Dublin & Savannah*.

The M.D.&S. asked the commission in June, 1948, for authority to extend the maturity date on its first mortgage 40-yr. 5 per cent bonds and the commission approved the application. When the required number of bondholders assented, the commission on March 10, 1949, made effective the changes in the M.D.&S. mortgage.

The action was brought in the U.S. district court for the Southern District of New York, on the grounds that the Mahaffie Act, under which the commission had acted, was unconstitutional. The district court, which the Supreme Court has now upheld, dismissed the case for

lack of jurisdiction, saying the Holmes group had not exhausted administrative remedies under the Interstate Commerce Act before coming to the courts. The petitioners had not asked the full commission to review the March 10, 1949, order, the court said, whereas the statute provides the courts shall review only orders "having requisite finality of action by the full commission." The March 10 order had been issued by the commission's Division 4.

### More Information Needed To Stop Loss and Damage

General agreement on the necessity for more detailed information and better facilities for exchange of data between railroads and shippers on loss and damage prevention problems was expressed by Henry H. Pratt, general traffic manager of the Crucible Steel Company of America and president of the Atlantic States Shippers Advisory Board, and P. M. Shoemaker, vice-president of the Delaware, Lackawanna & Western, in addresses to the Traffic Club of Newark, N. J., at its "Perfect Shipping" meeting on April 3.

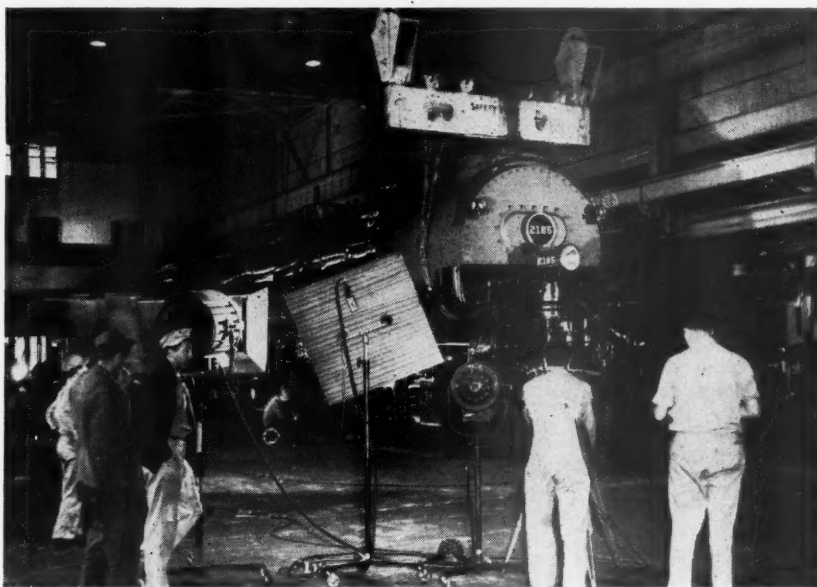
"Shippers," Mr. Pratt said in part, "are becoming somewhat weary of being made the goat on this freight claim issue. . . . We do not feel that in all cases the railroads have given as much support to the shippers as they should. Railroads hold out to render shippers assistance and consultative service whenever they are asked, but in too many cases the service is far from satisfactory."

While admitting that individual rail-

roads "are doing much to bring about a sharp reduction" in freight claims on their own lines, Mr. Pratt insisted that "the railroads and the Association of American Railroads—and trucks—should accept their responsibilities and set up a plan that will actually lead towards the correction of the cause of these complaints. . . . In addition to individual effort, some overall general control plan must be adopted and it should be devoted to education, training and information, plus proper analysis of the facts. Until we have this additional program, we are still going to be confronted with unlocated and unexplainable losses and damages, and a continued drain on railroad revenues which they can ill afford."

Among factors contributing to loss and damage, he mentioned lack of proper supervision of employees handling freight; refusal to handle freight with proper equipment; equipment dirty or in poor repair, and rough handling of cars.

Mr. Shoemaker, declaring that "never in railroad history has loss and damage prevention activity been so well organized or so thoroughly carried out," outlined what the railroads in general are doing, especially in the way of employee training, to cut down loss and damage. As the four principal causes of loss and damage, he cited the "bad habits" acquired by employees of both shippers and carriers during the war years; increased dollar value of commodities; "inadequate" packing or marking; and "failure of carriers, shippers and receivers to better interchange experience and knowledge among themselves and with each other,"



"Operation Fast Freight," a Norfolk & Western 30-minute sound and color motion picture, was given its premiere showing recently in Roanoke, Va. The film stars a box car in service on a fast merchandise freight train and shows its audience the variety of N. & W. employees who make the train possible: trainmen, office workers, warehousemen, inspectors, shopmen, signal maintainers, agents, track gangs and others. Illustrated is a crew making part of the picture in the road's erecting shop in Roanoke, where a class Y6b heavy freight locomotive was nearing completion. The film is offered on a free loan basis to schools and colleges, civic groups, traffic clubs and other interested organizations. Communications should be addressed to the road's magazine and advertising department, Roanoke 17

particularly "at local points and with local personnel."

While emphasizing that substantial improvement has been achieved in recent months, he said the railroads are by no means satisfied with this improvement; further results will only come, he added, "by its being recognized as a joint responsibility of all involved."

The meeting also included a "Perfect Shipping Clinic," consisting of exhibits on shipping methods and materials by a dozen or more railroads and manufacturers.

### Yardmasters Set Strike Date

The Railroad Yardmasters of America, who claim representation for nearly 5,000 of the nation's 6,500-odd yardmasters and assistants, have set April 12 as a strike date in their demand for a five-day, 40-hr. week, following breakdown of negotiations with the carriers and failure of conciliatory efforts of the National Mediation Board.

Representatives of the carriers and the Brotherhood of Locomotive Firemen & Enginemen will meet at Chicago on April 12 to reopen discussions on that union's demands for a third man on multiple-unit Diesel locomotives. An emergency board recommended, on September 19, that the firemen's demands be denied. The B. of L. F. & E. subsequently announced that it would not accept the board's recommendations, but scheduled these "further talks" with the carriers instead of setting a strike date.

### Modifies Prescribed Rates For Heater Service in East

Granting in part a petition filed by interested railroads, the Interstate Commerce Commission has modified the charges it prescribed in connection with its July 29, 1949, order requiring railroads in Official territory to provide protective service against cold on perishable traffic. The order accompanied a report in the No. 20769 proceeding, and it required establishment of the required heater service on or before March 1 (see *Railway Age* of August 20, 1949, page 68).

Modification of the prescribed protective-service charges was made in a supplemental report dated March 6. One of the changes will have the effect of raising charges on movements from origins in the first and second rate groups on either side of the boundary of "heater" territory and eastern territory to destinations in the first and second groups on the other side of the boundary. The others will involve rearrangements of the rate-base groupings in a way which will have the general effect of increasing the number of groups and thus increasing the charges.

The commission observed that some of the charges that will result "appear somewhat high," but it approved them because "they have been considered and approved by shippers who will have to



The new car ferry to be added to the Lake Michigan fleet of the Chesapeake & Ohio (see *Railway Age* of March 25, page 76), will be similar in design to the "City of Midland," (shown here), which was completed in 1940. The C. & O. fleet includes six ferries operating between Ludington, Mich., and the Wisconsin ports of Kewaunee, Manitowoc and Milwaukee. The ferries carry loaded freight cars—placed on the vessel through a stern gate—on a route that bypasses the Chicago switching area

bear them." It added, however, that its approval was "subject to reconsideration upon petition of any interested party after a season's trial."

### Supreme Court Upholds I.C.C. In Spotting-Services Case

Interstate Commerce Commission orders confining railroad service under line-haul rates to designated interchange tracks at Utah and Colorado plants of the American Smelting & Refining Co. and the United States Smelting, Refining & Mining Co. have been upheld by the U. S. Supreme Court. The court's decision was announced on March 27 in an opinion by Justice Minton, the case having been docketed as No. 173.

It involved an appeal by the commission from a lower court decision setting aside orders wherein the commission undertook to apply its Ex Parte 104 rule on car-spotting to switching services performed at American's plants in Garfield, Utah, Murray, and Leadville, Colo., and at U. S. Smelting's plant in Midvale, Utah. The rule is that framed by the commission as a result of the terminal-services phase (Part II) of the general Ex Parte 104 investigation of Practices of Carriers Affecting Operating Revenues or Expenses. As the court summarized it, the rule stipulates that a carrier's obligation under line-haul rates ends when delivery is made at a "convenient point" on a siding "inside or outside a consignee's plant," the delivery being the "equivalent of team track or simple placement switching" which "may be accomplished in one continuous movement without 'interruption' occasioned for the convenience of the industry."

The commission determined that line-haul rates to the American and U. S. Smelting plants applied only to

designated receiving yards or interchange tracks; and it ordered railroads serving the plants to stop performing spotting services beyond such points without assessing charges in addition to line-haul rates. Upon appeal by the mining companies and interested railroads, a special three-judge court enjoined enforcement of the commission's orders, and the commission's appeal from that determination brought the case to the Supreme Court.

The latter, in upholding the commission, recalled that it had previously found the regulatory agency with authority "to determine the point where transportation duty ends and industry convenience begins," and that it had "repeatedly sustained the commission in its application of Ex Parte 104 principles to particular plants." Thus the court identified the task before it as one of deciding whether the commission's determinations of the "convenient points" of interchange in the present cases were supported by "substantial evidence." They were, the court found.

As to the appellees' contentions that the railroads involved had published tariffs "that compensate for line-haul and plant services," the court said that "a carrier definition written into filed tariffs does not make important the commission's authority" to define the point to which line-haul rates apply. The court also rejected that phase of the appeal which contended that to require the railroads to conform to the commission's orders would require the mining companies "to pay twice" for the spotting services.

"The short answer [the court said] is that appellees misconceive the scope of this proceeding, which is solely to define what is embraced in line-haul transportation. We accept the admonition of the commission . . . that it was not here con-



cerned, and made no finding, as to whether the charge made for the service was or was not compensatory. We think that the commission has authority to exclude rate questions from this proceeding. If the carriers so wish, they may file a new tariff to conform their charges to the services indicated in the commission's order . . . If the carrier makes a double or unreasonable charge the industry may be heard upon the reasonableness of the rate."

Justice Jackson dissented, while Chief Justice Vinson and Justice Douglas took no part in consideration or decision of the case.

## Freight Car Loadings

Loadings of revenue freight in the week ended April 1 totaled 720,353 cars, the Association of American Railroads announced on April 6. This was an increase of 3,120 cars, or 0.4 per cent, above the previous week, a drop of 5,270 cars, or 0.7 per cent, below the corresponding week last year, and an increase of 59,722 cars, or 9.0 per cent, above the equivalent 1948 week.

Loadings of revenue freight for the week ended March 25 totaled 717,233 cars, and the summary for that week as compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS			
For the week ended Saturday, March 25			
District	1950	1949	1948
Eastern .....	134,530	115,441	136,782
Allegheny .....	142,822	123,450	141,565
Poconos .....	66,477	19,353	22,997
Southern .....	130,686	106,154	118,460
Northwestern .....	74,435	77,836	76,345
Central Western .....	109,791	100,205	104,806
Southwestern .....	58,492	53,890	62,708
Total Western .....	242,718	231,931	243,859
Districts .....	717,233	596,329	663,663
Total All Roads .....	717,233	596,329	663,663
Commodities:			
Grain and grain products .....	41,460	43,218	37,150
Livestock .....	7,290	8,270	8,750
Coal .....	175,874	37,169	46,171
Coke .....	13,545	12,586	11,419
Forest products .....	38,861	34,926	45,981
Ore .....	12,053	17,692	14,308
Merchandise l.c.l. .....	85,619	95,290	114,491
Miscellaneous .....	342,531	347,178	385,393
March 25 .....	717,233	596,329	663,663
March 18 .....	725,570	607,922	699,593
March 11 .....	707,962	709,326	796,486
March 4 .....	574,395	705,552	791,984
February 25 .....	546,791	688,128	790,910
Cumulative total 12 weeks .....	7,406,762	8,230,688	9,164,981

In Canada.—Carloadings for the week ended March 25 totaled 75,833 cars, compared with 74,389 cars for the previous week, and 73,172 cars, for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
March 25, 1950 .....	75,833	35,470
March 26, 1949 .....	73,172	31,278
Cumulative totals for Canada:		
March 25, 1950 .....	821,742	349,778
March 26, 1949 .....	870,705	384,474

## Further Mail-Pay Hearings Will Begin September 19

Further hearing in connection with the Interstate Commerce Commission's consideration of the railroads' petition for a 95 per cent increase in their rates for



Final run for Western Pacific steam power east of Portola, Cal., came on March 17, as locomotive number 35 headed west from Elko, Nev., with a train of refrigerator cars. A veteran of the road's construction era, the 35 came to the W.P. as part of its original order of locomotives in 1906, and has served through the line's entire history to date. Fifteen new Diesel locomotives now handle all assignments on the W.P.'s Eastern division

handling mail will be held in Washington, D. C., on September 19 before Commissioner Mitchell and Examiner Mullen. The hearing notice directed the railroads and the Post Office Department to exchange their proposed presentations and file them with the commission on or before August 15.

The 95 per cent increase would be added to the rates in effect on February 18, 1947, and would result in an advance of about 56 per cent in present rates, which include the interim increase of 25 per cent that became effective February 1, 1948, retroactive to February 19, 1947. The commission recently denied a railroad motion which asked it to raise the interim increase from 25 per cent to 60 per cent (see *Railway Age* of March 18, page 86).

The 95-per-cent proposal for a permanent increase was embodied in the latest of a series of supplements to the railroads' original petition which proposed a 45 per cent advance. The supplementary petition involved was filed December 30, 1949, and the commission issued a March 23 order formally receiving it as an amendment to the original petition, as modified by the previous supplements.

At the September 19 hearings, the commission will also receive evidence with respect to a "comprehensive plan" for transportation of mail which the Postmaster General has filed in the mail-pay case (see *Railway Age* of July 17, 1948, page 50, and July 31, 1948, page 48).

## C.N.R. Sees Record Deficit If Wages Are Increased

An unprecedented budgetary deficit of \$90 million looms for the Canadian National this year if all current demands for wage increases are met, Donald Gor-

don, C.N.R. president, told the House of Commons railway committee at Ottawa, Ont., last week.

Without considering possible changes in wage rates, system officers believe it will end the year with a deficit of only \$32 million, but if all wage demands are met — and the company is negotiating with some 59 labor organizations in Canada and the United States for wage increases—the company will face an additional expenditure of some \$58 million. This figure, added to the budgetary deficit already likely, will bring the total deficit to about \$90 million, higher by some \$30 million than the previous peak deficit of \$61 million in 1931.

Additional General News appears on pages 72 through 75.

## CAR SERVICE

### Canada Wants Boxcars Returned From U. S.

A large number of Canadian freight cars continue to be tied up in the United States due to train service curtailments resulting from the coal strike, according to S. F. Dingle, vice-president, operations, of the Canadian National, who says steps are being taken to have these cars returned to Canada.

Mr. Dingle says many U. S. newspapers are dependent upon Canadian newsprint to maintain their operations and that full car supply is essential if they are to be kept supplied with newsprint without interruption.



## ORGANIZATIONS

The 30th annual meeting of the **Medical and Surgical Section of the Association of American Railroads** will be held at Edgewater Gulf Hotel, Edgewater Park, Miss., April 24-25. The program, in addition to committee reports and technical papers by members of the section and of the medical faculty of Tulane University, includes an address on "Some Problems in General Sanitation in Railroad Transportation," by Abel Wolman, consultant director of the A. A. R.'s sanitation research project at Baltimore, Md.; an address by G. J. Willingham, director of personnel of the Illinois Central, at the informal dinner on April 24; and panel discussions of railroad medical problems.

W. E. Sample, president of the **Railway Fuel & Traveling Engineers' Association** and superintendent of fuel economy, Baltimore & Ohio, has just announced the appointment of L. H. Peters, New York Central, Room 1213, 139 West Van Buren street, Chicago, as secretary-treasurer of the association, in place of T. Duff Smith, who died on March 18, as recorded elsewhere in this issue.

The silver anniversary meeting of the **Pacific Northwest Advisory Board** was held in Portland, Ore., on March 23. Officers elected for the ensuing year include: President, A. M. Cloninger, manager of traffic and warehousing, Longview Fibre Company, Longview, Wash.; vice-president, R. V. Boyle, traffic manager, Brown & Haley, Tacoma, Wash.; and executive secretary, L. H. Pugh, president, St. Maries Lumber Company, St. Maries, Idaho.

The **St. Louis Railroad Diesel Club**, organized a year ago, has elected the following new officers: President, E. T. Tuck, master mechanic, St. Louis-San Francisco, Springfield, Mo.; vice-presidents, H. G. Fields, Diesel foreman, Terminal Railroad Association of St. Louis, St. Louis, Mo.; George S. Emrich, roundhouse foreman, Pennsylvania, East St. Louis, Ill.; Lee Beckel, general Diesel foreman, Missouri Pacific, St. Louis; secretary, F. C. Whitlock, chief clerk to superintendent motive power and equipment, T.R.R.A., St. Louis.

The **Chain Store Traffic League** will hold its annual meeting at the Chase Hotel, St. Louis, Mo., on April 27, 28 and 29.

On March 27, the heads of each Cincinnati, Ohio, railroad traffic office, including both on-line and off-line agencies, organized the **Railroad General Agents Association of Cincinnati**, "to promote and cultivate the interests of rail transportation and of its individual members, and to hold educational and social meetings." The following officers were elected: President, P. J. Naugle, general agent, Illinois Central; vice-president, D. W. Jordan, general agent, Missouri Pa-

cific; and secretary and treasurer, F. F. Foery, general agent, Atchison, Topeka & Santa Fe.

The regular monthly dinner meeting of the **Women's Traffic Club of New York**, will be held in the Tower Club rooms of the Park Sheraton Hotel on April 11, at 6:30 p.m.

The next meeting of the **Eastern Car Foreman's Association** will be held in the Engineering Societies building, 29 West 39th street, New York, on April 14, at 7:45 p.m. The speaker will be A. R. Holloway, passenger car foreman, Pennsylvania, St. Louis, Mo., whose subject will be "Our Car Department Problems."

The **Western Railway Club** will hold its next dinner meeting on April 18, at 7 p.m., at the Hotel Sherman, Chicago. Ralph F. Gates, general attorney, Republican National Committee, will introduce the guest speaker, Guy Gabrielson, chairman of the committee, whose subject will be "Economic Conditions in America Today."

Wilfred Humphreys, chief surveyor for the Canadian Pacific's Prairie and Pacific regions since 1932, was named president of the **Canadian Institute of Surveying and Photogrammetry** at the institute's 43rd annual meeting in Ottawa, Ont.

## EQUIPMENT AND SUPPLIES

### FREIGHT CARS

#### A.C.L. to Lease 1,300 Pullman Freight Cars from Equitable

The Pullman-Standard Car Manufacturing Company has arranged to build the first freight cars the Equitable Life Assurance Society will lease to a railroad under the latter's new financing plan (see *Railway Age* of April 1, page 61), according to Champ Carry, president of Pullman, Inc., parent company of Pullman-Standard. The initial order is for 700 50-ton pulpwood and 600 70-ton covered hopper cars, costing about \$7,500,000, which will be leased to the Atlantic Coast Line. Production of the cars, Mr. Carry said, is scheduled to begin this summer at the rate of 25 a day. The New York Central, he added, is negotiating with Equitable for similar financing for the 1,500 50-ton box cars recently ordered from Pullman-Standard (see *Railway Age* of February 18, page 72).

Equitable, Mr. Carry said, will pay Pullman-Standard 80 per cent of the purchase price of the new cars as they are delivered and the remainder over a five-year period as rentals are received from the A.C.L. Title to the cars will be held by Equitable, which will lease them

to the road for 15 years at an undisclosed daily rental. At the end of this period the road may return the cars to Equitable or continue to lease all or any of them for an additional term of up to 10 years at 20 cents a day. Under the plan, he pointed out, the daily rental will vary with the type and cost of the car. For the term of the lease all repairs will be paid for by the road.

## CONSTRUCTION

**Gulf, Colorado & Santa Fe.**—This road has awarded a contract to R. G. Le-Tourneau, Inc., of Longview, Tex., for grading and installation of culverts in connection with construction of a one-mile spur near Longview to serve the Tennessee Eastman Corporation. A contract has also been awarded to the C. L. Hubner Company in connection with construction of an overpass over five tracks in Pueblo, Colo., required by the building of a new hump yard at Pueblo, as reported in the *Railway Age* of August 6, 1949, page 66.

**Louisville & Nashville.**—This road has commenced construction of a mechanical passenger car washer to be located just south of the Nashville, Tenn., union station. Work will be done by company forces with equipment purchased from Ross & White Co.

**Pennsylvania.**—This road, according to W. S. Franklin, president, will build an \$8,000,000 ore pier on the Delaware river in south Philadelphia, Pa. Although no details are available, it was said the pier will be capable of handling between 3,000,000 and 5,000,000 tons of ore a year.

**Pennsylvania.**—Construction of a modern fireproof pool car building in East St. Louis, Ill., has been announced by this company. Vice-President Paul E. Feucht, of the road's Western region, said that excavation and foundation work has already begun; on completion about August 1, the one-story structure will provide 27,000 sq. ft. of space for occupation by the Hershey Chocolate Corporation and the Columbia Terminals Company. Located immediately north of the present P.R.R. freight station, the new structure will have a concrete foundation and concrete block walls. Its roof will be constructed of aluminum supported by steel trusses. A service track will be laid parallel to the building on the north side, and a paved 75-ft. driveway will extend along the south side. Construction of the building is being done under contract by the Fruin-Colnon Contracting Company of St. Louis. More than half of the space will be air conditioned. The Columbia Terminals Company will handle incoming and outgoing freight at the new Pennsylvania building and adjacent facilities.

## ABANDONMENTS

Applications have been filed with the I.C.C. by:

**Lewiston & Youngstown Frontier.**—To abandon its entire line, approximately 6 mi., between Lewiston, N. Y., and Youngstown. The line served as a railroad for freight destined to Fort Niagara, near Youngstown, until the military post was abandoned in 1945.

**Pennsylvania-Reading Seashore.**—To abandon three of its own branch line segments in New Jersey, and to abandon operation over six other segments owned by the West Jersey & Seashore. The latter road at the same time is seeking authority to abandon the six lines over which the P.R.S. now operates. The roads propose to abandon the following branches:

P.R.S.—6.3 mi. of its Mullica Hill branch between Glassboro, and Mullica Hill.

3.7 mi. of its Stone Harbor branch from Cape May Court House to the end of the line.

1.6 mi. of its Cape May Real Estate branch from the junction with the Cape May branch to the end of the line.

W.J.&S.—4.5 mi. of its Riddleton branch between Elmer and Daretown.

27.4 mi. of its Newfield branch from a point near Newfield to 1 mi. west of Pleasantville.

3.7 mi. of its Maurice River branch from near Leesburg to the end of the line.

6.2 mi. of its Somers Point branch from Pleasantville to Somers Point.

8.2 mi. of its Millville branch from 1.5 mi. south of Manumuskin to just north of Woodbine.

3.8 mi. from 1.9 mi. south of Woodbine to South Seaville.

Division 4 of the I.C.C. has authorized:

**Missouri-Kansas-Texas.**—To abandon 9.4 mi. of its Wilburton branch in Latimer county, Okla.

## SUPPLY TRADE

### Barco Manufacturing Acquires Valve Pilot Corporation

F. N. Bard, president of the Barco Manufacturing Company, Chicago, has announced acquisition of the Valve Pilot Corporation of New York, effective April 1.

Valve Pilot manufactured for Diesel, steam and electric locomotives a number of specialties, such as speed recorders, which henceforth will be produced in presently owned Barco facilities in Chicago. Mr. Bard said that the office and equipment of Valve Pilot would be removed entirely to Chicago, and that Barco's present facilities are ample to accommodate the additional production.

Barco, which is owned by Mr. Bard, was founded more than 40 years ago. Its products include engine, tender and car steam heating connections, flexible joints, and tie tampers. For general industrial use it also produces a wide range of flexible, swivel and revolving pipe joints, and in addition, portable gasoline hammers, drillers and tampers used by utilities and the construction industry.

Mr. Bard is a director and a member of the executive committee of the Rail-

way Business Association and holds similar posts in the Employers' Association of Chicago. For 10 years he was a director of the National Association of Manu-

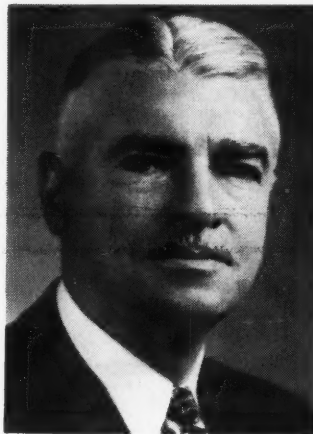


Bachrach

F. N. Bard

facturers. He is the author of a tax plan designed to relieve tax discrimination against proprietorships and partnerships.

H. R. Condon, whose appointment as vice-president and general manager of the Wood Preserving division of **Koppers Company** was announced in *Railway Age* of April 1, page 70, was graduated from Pennsylvania State College with a bachelor of science degree in forestry. Subsequently he joined the Pennsylvania as assistant forester and later advanced to forester. He resigned from that position to join the American Mond Nickel Company as vice-president. In 1929 he accepted a similar position with the Century Wood Preserving Company, later merged with Koppers. Mr. Condon has had responsibility for wood preserving ac-



H. R. Condon

tivities of Koppers in the eastern half of the United States since April, 1948, with headquarters at Pittsburgh, Pa.

Since assuming his new position, Mr. Condon has made two appointments in the Wood Preserving division. **Walter P. Arnold** has been appointed executive assistant to the vice-president and general

manager, and **Frank H. Fischer**, assistant general manager. Mr. Arnold will retain responsibility for railroad sales. Mr. Fischer, who has been Pittsburgh district manager for the division, succeeds Mr. Condon as manager of division activities in the eastern half of the country.

Mr. Arnold was graduated from the University of Cincinnati with a chemical



Walter P. Arnold

engineering degree. He joined Koppers as a chemical engineer at its Orville, Ohio, plant in 1925 and ten years later became technical director for the division. He was appointed manager of railroad sales for the division in November, 1946, with headquarters at Pittsburgh.



Frank H. Fischer

Mr. Fischer joined a predecessor company of Koppers in 1919, holding positions as purchasing agent and assistant sales manager. When activities of that company were integrated with the Wood Preserving division of Koppers, he was appointed district sales manager for the division. In 1943, he was appointed district manager, with responsibility for sales and production.

Warren L. Smith, former senior vice-president, has been elected president of **M. W. Kellogg Company, Pullman, Inc.**, subsidiary, succeeding **Harold R. Austin**,



who is retiring. **Bennett Archambault**, former treasurer, has been elected vice-president and general manager, a newly created post, and **G. Frank Bayes**, **Ronald B. Smith** and **Zary A. Toulas** have been elected vice-presidents. **Daniel J. Olsen**, formerly secretary and comptroller, has been elected treasurer and comptroller, and **Edwin L. Gidley**, secretary.

**Nathaniel E. Duval**, general sales manager of the **Massachusetts Mohair Plush Company**, has been appointed vice-president and a director of the company at Chicago. Except for three years' service as a lieutenant commander in the Navy, Mr. Duval has been active in the fabric and textile field for almost 16 years.



**Nathaniel E. Duval**

After leaving the University of Pennsylvania, he received specialized training at the Philadelphia Textile School and Lowell Textile Institute. He joined Massachusetts Mohair as a salesman and represented the company in the New York and later the Chicago market, until he became general sales manager.

**Charles R. Ellicott, Jr.**, has been appointed eastern district sales manager for the **Duff-Norton Manufacturing Company**, with headquarters at New York. Mr. Ellicott formerly held sales engineering positions with Westinghouse Electric Corporation and Symington-Gould Corporation.

**W. E. Salisbury**, service engineer in the Chicago area for the **Brandon Equipment Company**, has been assigned to the western territory, succeeding to the duties of the late **E. T. Mulcahy**.

**David E. Davidson**, general manager of the **Link-Belt Company's** Pershing Road plant, Chicago, has been elected vice-president—sales, with headquarters at the company's executive offices in that city. **Eugene P. Berg**, assistant general manager at the plant, succeeds Mr. Davidson.

**Robert G. Lewis**, associate editor of *Railway Age*, has been appointed transportation editor, with headquarters as before at Chicago. He succeeds **W. H. Schmidt, Jr.**, whose promotion to western

editor was reported in last week's issue, as was the promotion of **Merwin H. Dick** from managing editor to editor of *Railway Engineering & Maintenance*. Mr. Dick will continue as engineering editor of *Railway Age*.

Mr. Schmidt was born in Jersey City, N. J., in 1914 and graduated from Rutgers University in 1936. From 1935 to 1937 he was an instructor in English and



**Wm. H. Schmidt, Jr.**

in public speaking at Rutgers, entering the service of *Railway Age* in 1937 following a short period of service in a track laying gang on the Chicago, Milwaukee, St. Paul & Pacific. In 1942, he entered the army as a private, rising to the rank of major in the Transportation Corps. He returned to *Railway Age* in 1946 as transportation editor, the position he was holding at the time of his promotion to western editor.



**Merwin H. Dick**

Mr. Dick was born in 1906 at Newton, Kan., and received his degree in civil engineering from the University of Kansas in 1928, having served with the Atchison, Topeka & Santa Fe during summer vacations since 1924. He continued with the Santa Fe following graduation and remained until 1929 when he joined the Simmons-Boardman Publishing Corporation as associate editor of

*Railway Age* and of *Railway Engineering & Maintenance*, with headquarters in Chicago. In 1937 he was promoted to eastern editor of *Railway Engineering & Maintenance*, and eastern engineering editor of *Railway Age*, with headquarters in New York. Mr. Dick returned to Chicago in 1944 as managing editor of *Railway Engineering & Maintenance* and western engineering editor of *Railway Age*. In 1946 he was made engineering editor of *Railway Age* and continued in this capacity and as managing editor of *Railway Engineering & Maintenance* until his recent promotion.

## OBITUARY

**E. T. Mulcahy**, service representative for the **Brandon Equipment Company** in the western territory, died recently at Cheyenne, Wyo.

## FINANCIAL

**Boston & Providence.**—Operation by *New Haven*.—Division 4 of the I.C.C. has refused to sanction this road's plan for obtaining more favorable arrangements for operation of its properties by the New York, New Haven & Hartford. The plan involved two applications, one of them a request for a commission determination, under section 1(18)-(20) of the Interstate Commerce Act, that public convenience and necessity permitted abandonment of the B.&P. line "in the absence of a determination. . . of the terms and conditions under which the same shall be operated." The other application, filed under section 5(2), asked the commission to "direct" operation of B.&P. lines by the New Haven and to fix terms and conditions for such operation from and after September 18, 1947, the date of consummation of the New Haven's reorganization under section 77 of the Bankruptcy Act.

The B.&P. was formerly a lessor of the Old Colony which was a lessor of the old New Haven. During the latter's reorganization, these leases were rejected but the New Haven continued to operate the lines involved for the account of the former lessors. The O. C. became a subsidiary debtor in the New Haven reorganization, and was reorganized with that road under the jurisdiction of the U. S. District Court for the District of Connecticut. Meanwhile, the B.&P. launched a separate reorganization proceeding in the U. S. District Court for the District of Massachusetts, where it is still pending. The New Haven plan had provisions for acquisition by that road of the B.&P.; and the Connecticut court, in ordering consummation of that plan, retained jurisdiction as to the B.&P. acquisition phase. And it ordered the New Haven to continue operating the B.&P. for account of the latter—under the same formula for segregation of earn-



ings and expenses that was the basis of operation while the New Haven was under reorganization.

The B.&P. trustee filed the present applications pursuant to an order by the Massachusetts court. He supported them with a contention to the effect that the Connecticut court's authority to determine terms under which the B.&P. should be operated by the New Haven ended with consummation of the latter's reorganization plan.

The commission rejected the contention, finding that the Connecticut court had properly retained jurisdiction. Thus it dismissed the section 5(2) application. As to the abandonment application, the commission left it pending. It explained that "going forward with such a proceeding in no way trespasses upon the jurisdiction of the Connecticut district court." Meanwhile, the commission expressed its view that the problems inherent in the B.&P. reorganization can "best be determined in an over-all reorganization plan" for that road. The B.&P. trustee had suggested that favorable commission action on his two applications "might result in dismissal" of the B.&P. reorganization proceeding.

**Canadian Pacific.—Bonds Sold.**—This company has sold a new issue of \$20,000,000 of convertible 3½ per cent collateral trust bonds, due April 1, 1970, to a group of investment dealers headed by Wood, Gundy & Co. and A. E. Ames & Co. The bonds, convertible from April 1, 1952, to April 1, 1959, into ordinary stock at the rate of 4 shares for each \$100 of bonds, are secured by pledge of 4 per cent perpetual consolidated debenture stock in the ratio of \$120 principal amount for each \$100 of the bonds, and were reoffered to the public at 98¼ and accrued interest.

**New York, New Haven & Hartford.—Purchase of B.&P. Debentures.**—In what is termed an "important step" toward ultimate acquisition of Boston & Providence properties and franchises, the New Haven has applied to the I.C.C. for authority to purchase a claim against the B.&P. estate based upon \$2,170,000 of matured 5 per cent debentures. The debentures were due July 1, 1938, and at present have an estimated value in principal and unpaid interest of \$3,526,250. The present owners, however, have agreed to sell them to the New Haven for \$3,250,000 cash.

The issue represents the entire funded debt of the B.&P. The New Haven application said the debentures were purchased in 1945 for \$2,256,800 by Frederic C. Dumaine and other individuals, and that Mr. Dumaine, who is president of the New Haven, owns \$2,000,000 in principal amount, a portion of which is subject to certain options. The application noted also that Mr. Dumaine was a New Haven director at the time he purchased the debentures, but that the duties of the road's directors had been suspended while the road was in reorganization.

The proposed purchase by the New Haven would be effective June 30. It was stated that this purchase, together with

claims of the Boston Terminal Company which are expected to be assigned to the New Haven under the Terminal Company's reorganization, will make the New Haven 'sole owner of all major creditor claims against the estate of the B.&P.'

**Pullman Company.—New Directors.**—F. W. Specht, president of Armour & Co., Chicago, and R. L. Simpson, president of C. T. Patterson Company and also president, Board of Commissioners of the Port of New Orleans, New Orleans, La., were elected to this company's board of directors at the annual meeting held in Chicago on March 22.

**St. Louis Southwestern.—To Call Bond Issue.**—To reduce funded debt and interest charges, this road is planning to call on July 1 its outstanding general and refunding mortgage 5 per cent gold bonds, series A. These bonds are outstanding in the total amount of \$28,729,000, of which \$8,279,500 are held by the public and the balance, \$20,449,500, are pledged as collateral for a promissory note held by the Southern Pacific. The bonds are callable at 105 and accrued interest.

In an application filed with the I.C.C. on March 30, the Cotton Belt asked authority to substitute other bonds and stocks as collateral for the promissory note. The note, originally issued to the Reconstruction Finance Corporation in 1932, was purchased by the S.P. in 1936, and is currently outstanding in the amount of \$11,982,250. The application noted that the I.C.C. approved an agreement between the S.P. and the Cotton Belt in 1948 which set collateral security for the note at 125 per cent of the face value. It also said the S.P. has approved proposed substitution of collateral securing the note.

The indenture of the series A bonds that the Cotton Belt plans to call states the bonds can be redeemed only as a whole. In view of this requirement, the road would pay off the \$8,279,500 held by the public and cancel the balance of the series A bonds when their release is obtained from the S.P. by substitution. Annual interest savings of \$413,975 and simplification of the road's financial structure are expected to result from calling the bonds.

**Southern Pacific.—Debenture Subscription Ended.**—Following close of the subscription period for its new 10-year 3 per cent convertible debentures on March 31, this company announced that subscriptions totaling \$34,410,300, constituting 91.2 per cent of the total issue of \$37,727,600, were received. The issue was underwritten by an investment banking group headed by Blyth & Co. and Salomon Bros. & Hutzler, as reported in the *Railway Age* of April 1, page 76.

## New Securities

Applications have been filed with the I.C.C. by:

**Delaware, Lackawanna & Western.**—To assume liability for \$1,995,000 of series J equipment trust certificates to finance

in part acquisition of four 1,600-hp. Diesel-electric road switchers from American Locomotive Company and 300 70-ton covered hopper cars from American Car & Foundry Co. The locomotives would cost approximately \$138,864 each, and the hoppers approximately \$6,500 each, making total cost of the equipment approximately \$2,500,000. The certificates, to be dated April 1, would mature in 15 annual installments of \$133,000 each, beginning April 1, 1951. They would be sold by competitive bids, with the interest rate to be set by such bids.

**Delaware, Lackawanna, & Western.**—To assume liability for \$23,613,600 of new securities in connection with a plan for refunding Morris & Essex construction mortgage bonds which will mature May 1, 1955, and which are outstanding in the amount of \$19,356,000. These bonds are in two series, \$8,394,000 series A and \$10,962,000 series B, bearing interest at 5 per cent and 4½ per cent, respectively.

The new securities proposed by the Lackawanna include \$11,613,600 of Pennsylvania division refunding mortgage and collateral trust bonds, and \$12,000,000 of Pennsylvania division first mortgage bonds. The refunding mortgage bonds would be dated May 1, and would consist of \$5,036,400 of 5 per cent series A bonds and \$6,577,200 of 4½ per cent series B bonds. The entire issue would mature May 1, 1985. The first mortgage bonds, also to be dated May 1, would be limited in actual issue at present to \$7,750,000. The Metropolitan Life Insurance Company has agreed to purchase up to this amount in case the I.C.C. exempts the sale from competitive bidding requirements as requested by the Lackawanna. These first mortgage bonds would mature May 1, 1980, and would bear interest at 4¾ per cent.

The Lackawanna's plan for refunding its M.&E. construction bonds provides for exchange of \$400 in cash and \$600 in the new refunding mortgage bonds for each \$1,000 of M.&E. bonds. It is to provide necessary funds to pay the \$400 per bond that the road is proposing to sell its new first mortgage bonds to the Metropolitan company.

**Reading.**—To assume liability for \$3,810,000 of series R equipment trust certificates to finance in part 30 Diesel-electric locomotives to be acquired from the Electro-Motive Division of General Motors Corporation, at an estimated total cost of \$4,897,122, as follows:

	Description	Estimated Unit Cost
18	1,500-hp. "A" freight units ..	\$164,159
6	1,500-hp. "B" freight units ..	149,777
6	1,500-hp. "A" passenger units ..	173,825

The certificates, to be dated April 15, would mature in 30 semiannual installments of \$127,000 each, beginning October 15, 1950. They would be sold on the basis of competitive bids, with the interest rate to be set by such bids.

**St. Louis-San Francisco.**—To assume liability for \$2,250,000 of series F equipment trust certificates to finance in part acquisition of the following Diesel-electric locomotives from Electro-Motive Division, General Motors Corporation, at an estimated total cost of \$2,993,901:

	Description	Estimated Unit Cost
10	1,500-hp. road-switchers .....	\$139,740
3	2,250-hp. passenger .....	225,089
6	1,500-hp. freight .....	153,539

The certificates, to be dated May 1, would mature in 15 annual installments

of \$150,000 each, beginning May 1, 1951. They would be sold by competitive bids, with the interest rate to be set by such bids.

### Dividends Declared

Atlantic Coast Line.—5% non-cumulative preferred, \$2.50, semiannual, payable May 10 to holders of record April 24.  
Cincinnati, New Orleans & Texas Pacific.—5% preferred, \$1.25, quarterly, payable June 1 to holders of record May 15.  
Minneapolis & St. Louis.—25¢, payable April 14 to holders of record April 10.  
Norfolk & Western.—4% adjustment preferred, 25¢, quarterly, payable May 10 to holders of record April 12.  
Reading.—50¢, quarterly, payable May 11 to holders of record April 13.  
Western Pacific.—common, 75¢, quarterly, payable May 15 to holders of record May 1; 5% preferred A, \$1.25, quarterly, payable May 15, August 15, November 15, and February 15, 1951, to holders of record May 1, August 1, November 1, and February 1, 1951.

### Average Prices Stocks & Bonds

	Apr. 4	Prev. week	Last year
Average price of 20 representative railway stocks	42.70	42.21	39.89
Average price of 20 representative railway bonds	92.75	93.31	87.09

## RAILWAY OFFICERS

### EXECUTIVE

**Evan B. Hawken**, whose appointment as assistant to vice-president, personnel, of the Canadian National was reported in the *Railway Age* of March 4, was born at Ottawa, Ont., on October 14, 1895. Mr. Hawken started his railway career with the Grand Trunk (now C.N.) in April, 1912, as a clerk in the superintendent's office at Ottawa, and subsequently became secretary to the superintendent.



Evan B. Hawken

He served in the purchasing department of the Imperial Munitions Board at Ottawa from 1916 to April, 1918, when he joined the 72nd Battery, Canadian Field Artillery. In December, 1918, he was appointed secretary, Eastern Ontario division, National War Savings Committee, and in 1919 became assistant to general agent, Hudson's Bay Company, Montreal,

Que. In 1920 he served with the Department of Railways & Canals for the Grand Trunk arbitration, and the following year went to Toronto, Ont., as secretary to the chairman of the board of the G. T. In 1922 he became secretary to vice-president and general manager at Montreal and in 1923, secretary to the vice-president of the C.N. at Montreal. In 1924 he was appointed secretary to the chairman of the Harbor Commissioners of Montreal and in December, 1925, became secretary to director, Bureau of Economics of the C.N. at Montreal. In 1929 Mr. Hawken became office assistant to assistant vice-president and the following year was appointed chief clerk to the chairman and president. He was named staff recorder in 1932, assistant staff registrar and staff registrar in 1939. From July, 1939, to 1940 he was secretary, Defense Purchasing Board, and assistant secretary, War Supply Board, at Ottawa. In 1944 he was appointed assistant secretary and staff registrar of the C.N. and in 1948 became superintendent of pensions and staff registrar.

**E. R. Belt**, comptroller of the St. Louis San Francisco at St. Louis, Mo., has been appointed vice-president and comptroller at that point. Appointed executive general agent, with headquarters at Springfield, Mo., is **J. E. Gilliland**, heretofore president of the Alabama, Tennessee & Northern (part of the Frisco),



E. R. Belt

and also vice-president of the Frisco Transportation Company. Mr. Belt began his railroad career with the Atchison, Topeka & Santa Fe in 1909 as a stenographer at Arkansas City, Kan. He also served as a special accountant for the Santa Fe at Chicago prior to entering service with the Frisco later in 1909 as a general accountant. Subsequently Mr. Belt held the positions of auditor, auditor of disbursements, assistant to comptroller, general auditor and chief accounting officer. He was advanced to comptroller in January, 1947.

**Johnson O. Couch**, assistant vice-president—traffic, Kansas City Southern Lines, at Kansas City, Mo., has resigned from that position. He will continue to serve as a director. **Lloyd A. Kelley**, chief

clerk to the vice-president—traffic at Kansas City, has been advanced to assistant to vice-president at that point, succeeding **Homer B. Halsted**, appointed freight traffic manager. Born at Athens, La., on October 1, 1904, Mr. Couch received his B. S. degree in electrical engineering in 1926 from Virginia Military Institute. He entered railroad service in July, 1929, as a chainman in the engineering department of the Louisiana & Arkansas (part of the K. C. S. Lines), later serving as rodman until 1931 when he became electrical engineer, mechanical department, at Minden, La. The following year he was made industrial engineer in charge of industrial and agricultural development, being assigned to



Lloyd A. Kelley

special traffic solicitation work at Shreveport, La., in 1933. In 1934 he became assistant to president in charge of all eastern solicitation for the L.&A. and Louisiana, Arkansas & Texas at New York. In March, 1939, Mr. Couch was appointed assistant to vice-president—traffic at Kansas City, and in September of that year was promoted to assistant vice-president—traffic of the K. C. S. Lines.

Mr. Kelley began his career with the K. C. S. in June, 1919, as a messenger in the telegraph department at Kansas City. He subsequently held various positions with that road, and prior to entering the traffic department in 1937 served for two years as secretary to the president. He was appointed city freight agent at Kansas City in January, 1941, and was made commercial agent at that point in October, 1943. In January, 1946, Mr. Kelley was transferred to Cincinnati, Ohio, as general agent, returning to Kansas City in June, 1948, as chief clerk to the vice-president—traffic.

**Daniel J. Smith** has been elected president of the Donora Southern and the Newburgh & South Shore, with headquarters at Pittsburgh, Pa., succeeding **Frank A. Gideon**, who retired on April 1. **David T. Hastings** has been elected vice-president of these two roads. Mr. Smith is president and Mr. Hastings is vice-president of the Hannibal Connecting, Lake Terminal, McKeesport Connecting



and the Northampton & Bath. **William G. Duff**, secretary and auditor, and **Henry J. Grance**, treasurer and general purchasing agent, of the latter four roads, have been appointed secretary and comptroller, and treasurer, respectively, of the D.S. and the N.S.S.

## FINANCIAL, LEGAL & ACCOUNTING

**Malcolm M. Sherfy**, whose promotion to auditor of passenger accounts of the Texas & New Orleans (part of the Southern Pacific Lines) at Houston, Tex., was reported in the *Railway Age* of April 1, was born on December 4, 1893, in that city. Mr. Sherfy began his railroad career with the T. & N. O. in January, 1910, holding various positions until his transfer to Morgan's Louisiana & Texas R.R. & S.S. Co. (now part of the S.P.) in 1917. He subsequently served in various clerical capacities in the passenger accounts department at New Orleans, La., becoming chief clerk, passenger accounts, in 1924. In 1927 he returned to the T. & N. O. at Houston as special accountant, and in October, 1948, was advanced to assistant auditor of passenger accounts, the post he held prior to his recent promotion.

**Phillip M. Kelly**, assistant comptroller of the Jersey Central Lines, has been appointed comptroller, with headquarters as before at Jersey City, N. J., succeeding **Fred E. Gregg**, who retired on April 1, after 48 years of service with that road.

**A. Ernest Larsen**, assistant manager of the general claim department of the Railway Express Agency at New York, has been appointed manager of that department, succeeding **R. C. Hendon**, who has been appointed general manager of the Allegheny department at Philadelphia, Pa.

**W. J. Mathias** has been appointed superintendent of insurance of the Atlantic Coast Line at Wilmington, N. C. Mr. Mathias has been in the employ of the A.C.L. and predecessor roads for the past 27 years, working chiefly in connection with fire losses and insurance.

**Adam Haug**, senior assistant comptroller of the New York Central system at New York, has retired from active duty, after 46 years of service. Mr. Haug was born at Buffalo, N. Y., on March 15, 1882, and entered railroad service on April 16, 1904, in the engineering department of the N.Y.C. at Buffalo, serving successively as chainman, clerk and stenographer until November, 1905. He then served in various clerical capacities at New York before going to Boston, Mass., with the Boston & Albany (N.Y.C. lessee). Mr. Haug was appointed accountant in the valuation department in February, 1914; statistical clerk and statistician in the office of the vice-president and federal manager in December, 1917; and auditor in the accounting department

in March, 1920, all with the B.&A. at Boston. He was appointed assistant comptroller of the N.Y.C. system at New York on March 1, 1939.

**Paul H. Winter**, whose promotion to chief claim agent of the New York Central at Detroit, Mich., was reported in the *Railway Age* of April 1, was born on November 3, 1901, at Syracuse, N. Y. He received his higher education at Syracuse Business College and in October, 1923, started his railroad career with the Central as claim agent in his native city. Mr. Winter subsequently held the same position at various points until 1946, when he became district claim agent at Buffalo, N. Y. He was advanced to assistant chief claim agent at Chicago in February, 1948, the position he held prior to his recent promotion.

## OPERATING

**E. R. Robertson**, trainmaster of the Atchison, Topeka & Santa Fe at Los Angeles, Cal., has been advanced to assistant superintendent of the Kansas City division, at Argentine, Kan.

**Warren E. Kamm**, whose promotion to superintendent on the Big Four district of the New York Central System, with headquarters at Cincinnati, Ohio, was reported in the *Railway Age* of February 18, entered service with the N.Y.C. as a yard clerk at East St. Louis, Ill., in 1912.



Warren E. Kamm

Subsequently he held various operating posts until his appointment as superintendent of the Ohio Central division at Columbus, Ohio, in 1946. A year later he was transferred to Cleveland, Ohio, in that capacity. Mr. Kamm became assistant to the general manager at Cincinnati in 1949, in which position he was serving at the time of his recent promotion.

**J. W. Neale**, superintendent of traffic of the Canadian Pacific at Montreal, Que., has been appointed superintendent of communications of the Algoma district at Sudbury, Ont., succeeding **Roy R. Bacon**, who retired on pension on March

31, after 50 years of communications work in Canada. **H. W. Howard**, communications inspector at Winnipeg, Man., succeeds Mr. Neale at Montreal.

Effective April 17, the headquarters of **J. C. Caviston**, secretary of the Operating, Safety, Protective and Medical and Surgical Sections of the Association of American Railroads, will be moved from 30 Vesey street, New York, to 59 East Van Buren street, Chicago 5.

**Robert C. Hendon**, manager of the general claim department of the Railway Express Agency at New York, has been appointed general manager of the Allegheny department at Philadelphia, Pa., succeeding **Walter H. Huff**, who has retired after more than 45 years of continuous service. Mr. Hendon was born at Shelbyville, Tenn., and was graduated from the State University of Montana with an A.B. degree in journalism and an LL.B. Before entering the express business, Mr. Hendon served with the Federal Bureau of Investigation for 13 years as special agent in charge of the field divisions at St. Paul, Minn.; Des Moines, Iowa; and Philadelphia; and as administrative assistant to F.B.I. Chief J. Edgar Hoover at Washington, D. C. Mr. Hendon became manager of the general



Robert C. Hendon

claim department of the Railway Express Agency at New York in September, 1947. He is chairman of the Law Observance Committee and the National Freight Loss and Damage Committee of the Association of American Railroads.

Mr. Huff was born at Reading, Pa., on August 6, 1884, and began his career on June 15, 1904, at Baltimore, Md., as a clerk with the Adams Express Company, a predecessor of R.E.A. He became cashier in 1908; route agent in 1912; agent nine months later; assistant general agent in 1913; and superintendent on April 1, 1916, all at Philadelphia. On January 1, 1932, Mr. Huff went to Baltimore, Md., as head of the Maryland-Pennsylvania division and eight years later returned to Philadelphia as general manager.



## TRAFFIC

**G. H. Rehm**, whose appointment as assistant freight traffic manager—rates and divisions of the Chicago, Burlington & Quincy at Chicago, was reported in the *Railway Age* of March 4, was born on January 25, 1903, at Denver, Colo. Mr. Rehm was graduated from West high school, Denver, in 1921 and attended Denver University for one year, subsequently taking extension work there and at La Salle Extension University. He began his railroad career in June, 1922, with the Colorado & Southern as a stenographer at Denver. From 1923 to 1929 he served successively as advertising clerk, assistant freight rate clerk and freight clerk at Denver, and later became chief of the tariff bureau there. Mr. Rehm was advanced to assistant general freight agent in 1935 and was appointed general freight agent in 1939. In January, 1941, he became freight traffic manager of the C. & S. at Denver, the post he held prior to his recent appointment.

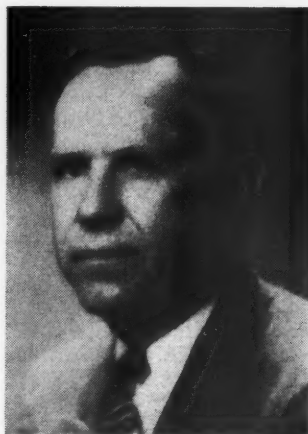
**L. W. Glover**, whose appointment as general freight agent—rates and divisions of the Colorado & Southern at Denver, Colo., was reported in the *Railway Age* of March 4, was born in that city on January 3, 1909. He entered railroad service with the C. & S. in February, 1926, as a messenger boy. After serving in various clerical positions, in 1935 he was appointed division clerk, and in 1942 was advanced to assistant general freight agent—divisions. Mr. Glover was promoted to assistant general freight agent—freight rates in January, 1944, becoming assistant freight traffic manager at Denver in May, 1947, in which capacity he was serving at the time of his recent appointment.

**John Alexis Leary**, whose promotion to general freight agent of the Chicago, Burlington & Quincy at St. Paul, Minn., with jurisdiction over the Twin Cities and Winnipeg, Man., traffic offices, was reported in the *Railway Age* of March 4, was born at West Chester, Pa., on June 16, 1885. He attended school at Omaha, Neb., entering railroad service with the Burlington at that point in February, 1905. In 1912 he was appointed assistant to general freight agent at Omaha, and five years later became division freight and passenger agent at Casper, Wyo. Mr. Leary was advanced to assistant general freight agent at St. Paul in 1933, in which capacity he was serving at the time of his promotion.

**Wesley F. Radell**, whose promotion to general freight agent—rates of the Chicago, Burlington & Quincy at Omaha, Neb., was reported in the *Railway Age* of March 4, was born on December 5, 1899, at Downers Grove, Ill. Mr. Radell began his railroad career with the Burlington in the general freight office at Chicago in November, 1915, and subsequently held various positions in the tariff and divisions departments. He later served as rate quotation clerk and

rate meeting representative until 1929, when he was appointed chief clerk to the assistant freight traffic manager at Chicago. In 1936 he was advanced to assistant general freight agent at Chicago, being transferred to Omaha in that capacity in May, 1943. Mr. Radell was serving at the latter point at the time of his recent promotion.

**J. J. McGarry**, whose promotion to freight traffic manager—sales and service of the Colorado & Southern at Denver, Colo., was reported in the *Railway Age* of March 4, was born at Elmo, Kan., on July 7, 1910. He attended high school at Hope, Kan., and entered service with the C. & S. in October, 1928, as a messenger in the telegraph department. From 1929 to 1935 he served in



J. J. McGarry

various clerical capacities, including Ediphone operator, trainmaster's clerk and stenographer. Subsequently Mr. McGarry was advanced to city freight agent at Denver, and in 1936 was made general agent at Salt Lake City, Utah, returning to Denver as general agent in May, 1943. He became general freight agent at Denver in January, 1946, the position he held at the time of his recent promotion.

**Fred L. Taylor**, whose promotion to general freight agent of the Chicago, Burlington & Quincy at St. Louis, Mo., was reported in the *Railway Age* of March 4, was born on February 24, 1893, at Broken Bow, Neb., where he was graduated from high school in 1911. Subsequently Mr. Taylor attended the University of Nebraska, being graduated in 1916, and in February, 1923, entered railroad service as agricultural agent for the C. B. & Q. and the Colorado & Southern. In 1931 he became general livestock agent for the Burlington's Lines West, at Omaha, Neb. He was advanced to general livestock agent—system at Omaha, with jurisdiction over traffic in Burlington feed yards, in 1935, in which capacity he was serving at the time of his promotion.

**Homer B. Halsted**, assistant to vice-president—traffic, Kansas City Southern

Lines, at Kansas City, Mo., has assumed direction of the system's traffic sales with the title of freight traffic manager. Mr. Halsted was born at Hibbing, Minn., on August 10, 1896, and entered railroad service in 1925 as a traveling freight agent for the Southern Pacific at De-



Homer B. Halsted

troit, Mich. In 1927 he joined the K. C. S. Lines as traveling freight agent, at Detroit, becoming commercial agent at Milwaukee, Wis., in 1929. He was advanced to general agent at Detroit in 1930, and appointed district traffic manager at Chicago in 1940. In January, 1946, Mr. Halsted was promoted to assistant to vice-president—traffic.

**Richard J. Sullivan**, assistant freight traffic manager of the Jersey Central Lines, has been appointed freight traffic manager in charge of sales and service, with headquarters as before at New York, succeeding **Thomas H. Irwin**, who retired on April 1, after a 48-year career



Thomas H. Irwin

with this road. **Edward Keil**, general freight agent, has been appointed assistant freight traffic manager, rates and divisions, with headquarters as before at New York. **Chester H. Faupel**, general western freight agent at Chicago, has been appointed general freight agent at New York and has been succeeded by

**William D. Wakeman**, general agent at Albany, N. Y. **John C. Powers**, traveling agent, has been appointed general agent, with headquarters as before at Albany.

**Mr. Irwin** entered the service of the Jersey Central on May 26, 1902, as a clerk in the accounting department and in 1926 transferred to the freight traffic department where he served as lighterage agent, general freight agent and assistant freight traffic manager prior to his appointment on January 1, 1947, as freight traffic manager in charge of sales and service.

**Mr. Keil** was born at Newark, N. J., on January 29, 1900, and entered railroad service on December 26, 1916, as messenger with the Central of New Jersey at Newark. He subsequently served as assistant yard clerk, yard clerk, clerk, demurrage adjuster and chief clerk at Newark, until February, 1925, when he was appointed chief clerk to assistant freight traffic manager at New York. In November, 1927, Mr. Keil became assistant general eastern agent at New York, being appointed general eastern and foreign freight agent there on March 1, 1933. He was appointed general freight agent in March, 1946.

**F. G. Almon, Jr.**, commercial agent of the Charleston & Western Carolina, has been appointed general agent, with headquarters as before at Cincinnati, Ohio.

**George R. Lally**, general agent of the Great Northern at Oakland, Cal., has retired. He is succeeded by **A. F. Nikolai**, traveling freight agent.

**David Sheehy**, special passenger representative of the Chicago & Eastern Illinois at Chicago, has been promoted to assistant industrial agent at that point.

**Daniel M. Spangler**, general agent of the Atchison, Topeka & Santa Fe at Des Moines, Iowa, has retired. He is succeeded by **Clarence F. Gleason**, division freight agent.

**T. Finck Martin**, assistant to the chief clerk, passenger traffic department, of the Louisville & Nashville at Louisville, Ky., has been promoted to assistant general passenger agent at that point. In his new post Mr. Martin has supervision over mail and express traffic and passenger train schedules.

## MECHANICAL

**R. L. Ponton**, master mechanic of the Atlantic Coast Line at Rocky Mount, N. C., has been transferred to Florence, S. C., with jurisdiction over the Columbia and Charleston districts. **D. B. Lacy**, boiler foreman, has been appointed master mechanic, with headquarters as before at Rocky Mount, having jurisdiction over the Richmond, Norfolk and Wilmington districts.

**C. F. Schwartz**, shop superintendent of the Erie at Hornell, N. Y., has been appointed master mechanic at Jersey City,

N. J., succeeding **J. P. Driscoll**, who has been granted a leave of absence. **H. I. Phelps**, master mechanic at Meadville, Pa., has been transferred to Marion, Ohio, succeeding **F. D. Dunton**, who replaces Mr. Phelps at Meadville. **W. G. Carlson** has been appointed master mechanic at Hornell, succeeding **E. Branning**, who replaces Mr. Schwartz as shop superintendent there.

**Frank W. Bunce**, whose promotion to superintendent of motive power, Chicago, Milwaukee, St. Paul & Pacific, at Milwaukee, Wis., was reported in the *Railway Age* of February 25, was born in that city on March 9, 1897. He began his career with the Milwaukee in 1914 as a caller, being advanced through successive positions at Milwaukee as machinist apprentice, machinist, gang foreman and night roundhouse foreman. Mr. Bunce went to Green Bay, Wis., in 1939 as roundhouse foreman and returned to Milwaukee in 1941 as day roundhouse foreman. During the period from January, 1942, to 1948, he served in the following positions: roundhouse foreman at Ottumwa, Iowa, and at Milwaukee; assistant shop superintendent at Milwaukee and Minneapolis, Minn.; shop superintendent at Minneapolis; division master mechanic at Chicago; and shop superintendent at Milwaukee. Mr. Bunce became mechanical superintendent—steam power in October, 1948, the post he held prior to his recent promotion.

**E. L. Jones** has been appointed fuel engineer of the Illinois Central, with headquarters at Fulton, Ky.

**F. J. Harris**, general inspector of shop methods of the Canadian National at Montreal, Que., has been appointed mechanical engineer (car). Mr. Harris was born at St. Thomas, Ont., and joined the C.N. as an apprentice in the London, Ont., car shops, where he worked as a carman and cabinet maker from 1934 to 1945. He then became apprentice instructor at Leaside shops, Toronto, Ont., moving to Montreal in 1947 as designing draftsman. He became general inspector of shop methods last year.

**A. E. Mimms**, mechanical engineer of the Canadian Pacific at Montreal, Que., has retired on pension after 32 years of service with this company. Mr. Mimms joined the C.P. at Montreal in 1917, after 17 years of service with the mechanical departments of the Baldwin Locomotive Works, the Atlantic Coast Line, the Erie, the New York Central, the Chicago, Rock Island & Pacific and the Union Pacific. He was appointed assistant engineer on the C.P. in 1920. When that company got into munitions production during World War II, Mr. Mimms was appointed chief engineer in charge of military tanks at Angus shops in 1940. A year later he became chief engineer for munitions and in 1945 he was appointed chief engineer in charge of inspection for foreign locomotive contracts. Upon completion of this work, he resumed his duties as dynamometer car engineer. For the past

two years Mr. Mimms has been mechanical engineer.

## ENGINEERING & SIGNALING

**E. E. Burch**, whose promotion to bridge engineer of the Chicago, Milwaukee, St. Paul & Pacific, at Chicago, was reported in the *Railway Age* of March 25, started his engineering career with the Universal Portland Cement Company. Mr. Burch entered railroad service in 1923 in the Illinois Central's building department, and in 1928 went with Graham, Anderson, Probst & White, architects, as a designer. Subsequently he was associated with Nimmons, Carr & Wright, architects, as a designer on flat slab buildings, join-



E. E. Burch

ing the Milwaukee in September, 1929, as a designer on grade separation work. Two years later he left the Milwaukee to establish his own practice at Denver, Colo., as a consulting engineer for mine structures. On returning to Chicago in 1937, he became associated with Keller & Harrington, consulting engineers, in design and detail of movable bridges. In September, 1938, Mr. Burch returned to the Milwaukee in the bridge department as a designer. He was appointed assistant bridge engineer, with supervision of all structural design, in June, 1947, and held that post prior to his promotion.

**L. E. Donovan**, division engineer, Springfield division, of the Illinois Central, at Clinton, Ill., has been transferred to the Kentucky division, at Paducah, Ky., succeeding the late **C. J. Carney**, **F. T. Kraft**, division engineer, Louisiana and New Orleans Terminal divisions, at Jackson, Miss., succeeds Mr. Donovan, and is replaced in turn by **J. E. Rogan**.

Effective April 17, the headquarters of **R. H. C. Balliet** and **A. H. Grothmann**, secretaries, respectively, of the Signal and Communications Sections of the Association of American Railroads, and of **L. E. Kearney**, communications engineer, Communications Section, will be moved from 30 Vesey street, New York, to 59 East Van Buren street, Chicago 5.



## OBITUARY

**James A. Jones**, 81, who retired on January 1, 1945, as assistant to vice-president, communications, of the Southern system, died at his home in Chatham, Va., on March 29, after a long illness.

**T. Duff Smith**, secretary-treasurer of the Railway Fuel & Traveling Engineers' Association, died in Chicago on March 18, after an illness of several weeks. Mr. Smith was born in Essex, England, October 2, 1868, educated in British public schools and went to Canada in February, 1906, entering railway service as fuel clerk on the Canadian Pacific at Winnipeg, Man. He served as chief fuel clerk, C.P., at Winnipeg from November, 1908, to May, 1911; as fuel agent, Grand Trunk Pacific (now part of the Canadian National) at Winnipeg, from May, 1911, to April, 1922; and as lake forwarding agent, C.N., at Cleveland, Ohio, from April, 1922, to December, 1932, retiring from railroad service on January 1 of

that year. Mr. Smith was active in the organization of the International Railway Fuel Association, which he served in various capacities, including president in 1912 and member of the executive committee from 1910 to 1936. He had served this association and its successor, the R.F. & T.E.A., as secretary continuously since May, 1932.

**C. J. Carney**, division engineer of the Illinois Central's Kentucky division, at Paducah, Ky., died in that city on March 22.

**Kenneth L. Richmond**, general solicitor of the Chicago & Eastern Illinois at Chicago, died on April 2 in Mercy Hospital, Chicago, as a result of a heart attack. Mr. Richmond was born on August 17, 1883, at Lima, Ohio, where he attended the public schools. He received his LL. B. degree in 1910 from Kent College of Law, Chicago, entering railroad service the same year as assistant claim agent of the C. & E. I. He served suc-

cessively until 1922 as claim agent, chief clerk in the law department and attorney. Subsequently he was advanced to assistant general solicitor, becoming general solicitor in 1929.

**Arthur M. Kirk**, passenger traffic manager of the Central region of the Canadian National at Toronto, Ont., died at his home in that city on March 22, at the age of 64. Mr. Kirk was born in Glasgow, Scotland, on January 16, 1886, and began railway service as a stenographer in the Grand Trunk passenger department at Montreal, Que., in 1910. Shortly afterwards, he became secretary to the passenger traffic manager and later advanced to chief clerk. In 1924 he became assistant to the passenger traffic manager of the system and in 1930 was appointed general passenger agent, with jurisdiction over trans-Atlantic and trans-Pacific passenger traffic and other special traffic. In September, 1944, Mr. Kirk was appointed passenger traffic manager of the Central region.

## OPERATING REVENUES AND OPERATING EXPENSES OF CLASS I STEAM RAILWAYS

Compiled from 128 monthly reports of revenues and expenses representing 132 Class I steam railways

(Switching and Terminal Companies Not Included)

FOR THE MONTHS OF JANUARY 1950 AND 1949

Item	United States		Eastern District		Southern District		Western District	
	1950	1949	1950	1949	1950	1949	1950	1949
Miles of road operated at close of month	226,641	226,684	53,366	53,490	46,150	46,033	127,125	127,161
Revenues:								
Freight	\$537,338,339	\$594,764,341	\$203,649,170	\$237,972,458	\$115,418,825	\$129,190,240	\$218,270,344	\$227,601,643
Passenger	69,725,278	81,522,478	37,458,451	42,424,768	11,583,418	13,954,142	20,683,409	25,143,568
Mail	17,480,242	17,310,584	6,347,420	6,146,518	3,126,698	3,178,898	8,006,124	7,985,168
Express	4,270,586	4,982,985	1,105,528	1,096,942	1,104,062	1,253,760	2,060,996	2,632,283
All other operating revenues	28,229,945	32,124,636	12,523,015	14,283,271	4,771,817	5,671,491	10,935,113	12,169,874
Railway operating revenues	657,044,390	730,705,024	261,083,584	301,923,957	136,004,820	153,248,531	259,955,986	275,532,536
Expenses:								
Maintenance of way and structures	90,856,744	103,271,449	31,984,117	36,978,042	20,969,023	22,171,847	37,903,604	44,121,560
Depreciation	10,756,284	10,522,471	4,501,251	4,440,704	1,911,478	1,839,566	4,343,555	4,242,201
Retirements	477,444	1,003,385	86,199	57,613	182,342	26,857	208,903	918,915
Deferred maintenance	*45,748	*111,118	*7,359	*2,304	*7,389	*50,037	*31,000	*58,777
Amortization of defense projects	161,334	153,874	25,978	14,685	46,362	49,295	88,994	89,894
Equalization	6,960,380	5,719,340	3,527,781	2,011,283	2,442,336	1,876,091	990,263	1,831,966
All other	72,547,050	85,983,497	23,850,267	30,456,061	16,393,894	18,430,075	32,302,889	37,097,361
Maintenance of equipment	131,426,751	145,933,473	53,585,429	61,278,307	25,872,833	28,871,954	51,968,489	55,783,212
Depreciation	23,880,708	22,145,303	8,924,884	8,592,760	5,456,685	4,915,331	9,499,139	8,637,212
Retirements	*48,072	*58,014	*5,313	*7,034	*25,955	*11,487	*16,804	*39,493
Deferred maintenance and major repairs	*1,566,353	*171,991	*1,557,561	*84,270	*3,907	*53,410	*4,885	*34,311
Amortization of defense projects	1,222,157	1,226,654	451,526	450,603	238,534	243,805	532,097	532,246
Equalization	*289,996	426,812	26,900	17,541	273,597	347,598	*590,493	61,673
All other	108,228,307	122,364,709	45,744,993	52,308,707	19,933,879	23,430,117	42,549,435	46,625,885
Traffic	15,837,686	16,258,619	5,387,694	5,415,473	3,395,858	3,627,285	7,054,134	7,215,861
Transportation—Rail line	276,549,877	315,669,113	116,606,129	133,464,109	51,000,883	58,804,711	108,942,865	123,400,293
Miscellaneous operations	9,415,400	11,576,823	3,535,493	4,405,532	1,486,330	1,817,335	4,393,577	5,353,956
General	22,578,550	23,575,986	8,650,804	9,027,032	4,848,072	5,035,604	9,079,674	9,513,350
Railway operating expenses	546,665,008	616,285,463	219,749,666	250,568,495	107,572,999	120,328,736	219,342,343	245,388,232
Net revenue from railway operations	110,379,382	114,419,561	41,333,918	51,355,462	28,431,821	32,919,795	40,613,643	30,144,304
Railway tax accruals	64,111,602	67,097,451	22,132,925	26,556,890	14,962,578	16,733,983	27,016,099	23,806,578
Pay-roll taxes	20,554,861	22,130,983	8,329,686	9,250,861	3,899,031	4,296,520	8,326,144	8,583,602
Federal income taxes†	16,706,467	18,445,995	3,902,720	7,328,347	5,418,231	6,850,802	7,385,516	4,266,846
All other taxes	26,850,274	26,520,473	9,900,519	9,977,682	5,645,316	5,586,661	11,304,439	10,956,130
Railway operating income	46,267,780	47,322,110	19,200,993	24,798,572	13,469,243	16,185,812	13,597,544	6,337,726
Equipment rents—Dr. balance	10,291,456	10,403,721	4,538,169	4,810,177	*623,256	*743,066	6,376,543	6,336,610
Joint facility rent—Dr. balance	3,218,470	3,142,176	1,551,433	1,482,628	510,991	537,502	1,156,046	1,122,046
Net railway operating income	32,757,854	33,776,213	13,111,391	18,505,767	13,581,508	16,391,376	6,064,955	*1,120,930
Ratio of expenses to revenues (percent)	83.2	84.3	84.2	83.0	79.1	78.5	84.4	89.1

† Includes income tax and surtax.

\* Decrease, deficit, or other reverse item.

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.



# *.. "Soft Start" Switching*

with **FAIRBANKS-MORSE**

**Opposed-Piston Diesel Power**

in NEW YORK CENTRAL'S Park Manor Yard



# Freight Operating Statistics of Large Steam Railways — Selected

Region, Road and Year			Locomotive Miles		Car Miles		Ton-Miles (thousands)		Road-locom. on lines					
			Miles of road operated	Train-miles	Principal and helper	Light	Loaded (thousands)	Per cent loaded	Gross excl. locos. & tenders	Net rev. and non-rev.	Serviceable		B.O.	Per Cent B.O.
New Eng. Region	Boston & Maine.....	1950	1,701	272,903	280,833	12,874	9,764	67.5	612,563	248,119	90	6	16	14.3
	.....	1949	1,746	287,464	296,872	12,760	10,335	69.6	645,750	274,760	105	7	5	4.3
	N. Y., N. H. & Hfd.....	1950	1,773	266,955	268,437	30,462	10,734	67.5	646,373	271,735	124	8	10	7.0
	.....	1949	1,774	308,572	312,178	25,531	12,166	69.1	744,514	331,333	112	14	23	15.4
Great Lakes Region	Delaware & Hudson.....	1950	794	217,735	258,695	27,251	9,167	64.9	641,853	318,811	115	62	26	12.8
	.....	1949	794	257,648	307,970	30,980	10,443	65.9	747,601	387,534	117	43	24	13.0
	Del., Lack. & Western.....	1950	966	230,752	251,152	21,445	10,296	66.7	670,770	288,310	68	23	25	21.6
	.....	1949	967	290,115	327,539	35,996	12,264	65.3	835,871	374,477	103	33	12	8.1
	Erie.....	1950	2,231	555,415	569,428	40,292	28,989	65.2	1,860,227	752,892	168	49	52	19.3
	.....	1949	2,229	622,965	650,278	45,952	31,725	63.9	2,113,190	873,226	217	73	58	16.7
	Grand Trunk Western.....	1950	971	229,517	236,019	2,040	7,599	61.9	508,526	202,710	66	1	14	17.3
	.....	1949	971	235,718	241,836	2,076	7,548	64.0	499,767	207,461	61	2	6	8.7
	Lehigh Valley.....	1950	1,239	214,102	223,747	19,814	9,732	66.4	646,929	288,418	56	7	28	30.8
	.....	1949	1,239	277,960	299,334	32,592	11,737	65.5	816,755	378,946	80	14	19	16.8
	New York Central.....	1950	10,680	2,924,623	3,088,666	180,460	98,973	60.1	6,946,987	3,040,476	942	71	452	30.9
	.....	1949	10,689	3,278,014	3,493,670	228,025	109,599	59.7	7,878,920	3,540,806	1,081	110	335	22.0
Central Eastern Region	New York, Chic. & St. L.....	1950	2,162	681,551	694,977	8,252	25,189	62.2	1,761,295	740,202	195	13	67	24.4
	.....	1949	2,162	785,392	806,819	9,343	28,051	64.4	1,953,397	890,879	217	10	35	13.4
	Pitts. & Lake Erie.....	1950	221	71,535	72,687	68	2,415	62.6	205,625	117,842	27	2	20	40.8
	.....	1949	221	98,198	100,183	193	3,893	64.6	329,467	192,541	33	3	13	26.5
	Wabash.....	1950	2,381	573,208	581,029	9,927	20,205	65.7	1,305,989	524,537	138	10	61	29.2
	.....	1949	2,381	623,178	633,400	14,070	20,817	67.6	1,354,563	574,390	157	7	38	18.8
	Baltimore & Ohio.....	1950	6,086	1,590,317	1,902,540	195,202	54,006	60.4	4,062,409	1,898,179	670	97	296	27.8
	.....	1949	6,086	1,872,428	2,248,806	244,109	63,762	60.4	4,856,089	2,338,216	800	103	216	19.3
	Central of New Jersey.....	1950	411	60,596	61,260	4,189	2,237	64.8	162,754	82,517	41	2	7	14.0
	.....	1949	415	75,621	76,184	4,949	2,740	62.3	209,207	106,767	46	4	9	15.3
	Central of Pennsylvania.....	1950	212	58,134	63,505	9,319	2,174	62.7	161,428	81,567	31	3	19	35.8
	.....	1949	212	79,077	85,878	11,787	2,626	62.8	199,907	105,137	37	7	15	25.4
Southern Region	Chicago & Eastern Ill.....	1950	906	124,504	126,253	2,872	4,187	65.6	277,599	128,233	31	..	1	3.1
	.....	1949	909	140,572	141,443	4,214	4,839	66.3	331,312	162,329	41	14	14	20.3
	Elgin, Joliet & Eastern.....	1950	238	89,895	90,603	4	3,000	63.4	233,595	123,005	38	..	2	5.0
	.....	1949	238	102,410	103,146	10	3,539	64.5	276,661	147,902	40	6	1	2.1
	Pennsylvania System.....	1950	10,009	2,717,559	2,961,282	313,830	105,268	61.3	7,452,996	3,332,869	1,164	72	477	27.8
	.....	1949	10,039	3,506,191	3,902,322	461,296	128,607	59.6	9,565,614	4,489,854	1,578	109	257	13.2
	Reading.....	1950	1,315	344,590	357,968	31,182	11,555	60.3	880,100	449,294	166	27	38	16.5
	.....	1949	1,324	419,087	439,280	37,642	15,134	60.4	1,228,212	651,677	195	18	35	14.1
	Western Maryland.....	1950	837	140,744	164,529	22,608	4,709	61.8	377,957	200,912	125	39	19	10.4
	.....	1949	837	196,864	245,908	38,230	7,371	60.5	616,266	336,113	147	12	13	7.6
	Chesapeake & Ohio.....	1950	5,044	1,173,090	1,245,498	51,228	45,012	56.5	3,734,840	1,963,716	513	79	145	19.7
	.....	1949	5,026	1,507,445	1,619,657	70,458	60,954	56.5	5,211,525	2,850,572	581	34	115	15.8
Northwestern Region	Norfolk & Western.....	1950	2,107	596,471	631,555	45,898	26,043	58.9	2,214,180	1,167,136	245	26	52	16.1
	.....	1949	2,107	752,118	801,928	59,129	33,593	57.2	2,975,777	1,612,255	279	34	12	3.7
	Atlantic Coast Line.....	1950	5,507	875,350	890,288	13,564	23,459	61.1	1,629,691	707,003	330	18	58	14.3
	.....	1949	5,543	952,409	965,156	14,033	24,526	60.8	1,712,165	746,024	351	1	88	20.0
	Central of Georgia.....	1950	1,783	260,839	263,498	4,267	6,812	69.6	446,585	203,574	97	4	10	9.0
	.....	1949	1,783	289,735	292,503	4,418	7,241	71.5	479,864	228,413	100	4	9	8.0
	Gulf, Mobile & Ohio.....	1950	2,854	318,343	318,343	291	13,705	71.1	884,367	414,696	61	5	4	5.7
	.....	1949	2,854	327,891	328,146	588	14,883	73.8	964,911	474,617	104	14	5	4.1
	Illinois Central.....	1950	6,543	1,407,011	1,413,176	49,962	46,995	62.8	3,369,485	1,539,924	535	4	105	16.3
	.....	1949	6,252	1,426,012	1,429,398	50,218	48,458	62.7	3,442,654	1,621,282	543	30	79	12.1
	Louisville & Nashville.....	1950	4,770	1,146,065	1,233,575	31,200	30,010	62.0	2,176,519	1,081,860	346	28	102	21.4
	.....	1949	4,754	1,361,299	1,463,116	37,546	34,728	62.9	2,546,936	1,307,766	374	30	82	16.9
Southwestern Region	Nash., Chatt. & St. Louis.....	1950	1,049	180,339	182,911	3,273	5,138	71.3	328,059	151,301	49	11	..	..
	.....	1949	1,051	234,605	239,766	6,622	6,176	74.7	389,323	183,497	75	..	2	26.0
	Seaboard Air Line.....	1950	4,136	742,405	759,681	10,442	23,264	62.4	1,646,279	706,285	289	8	15	4.8
	.....	1949	4,142	803,651	860,466	12,487	23,843	63.1	1,711,237	753,378	276	5	42	13.0
	Southern.....	1950	6,320	1,203,785	1,212,977	12,084	37,749	65.1	2,456,736	1,058,471	397	47	147	24.9
	.....	1949	6,381	1,402,826	1,418,914	25,872	39,233	66.3	2,571,210	1,140,631	503	40	110	16.8
	Chicago & North Western.....	1950	8,072	823,378	839,800	21,934	25,229	62.1	1,782,780	744,256	273	43	154	32.8
	.....	1949	8,073	886,260	912,919	30,123	25,812	65.7	1,791,589	789,847	364	23	82	17.5
	Chicago Great Western.....	1950	1,445	159,445	159,673	9,703	8,364	65.1	549,450	228,936	38	..	9	19.1
	.....	1949	1,445	176,953	179,588	13,031	8,042	65.3	537,908	231,890	48	..	21	30.4
	Chic., Milw., St. P. & Pac.....	1950	10,663	1,144,727	1,192,164	47,463	36,711	63.4	2,496,320	1,079,812	443	62	88	14.8
	.....	1949	10,663	1,393,087	1,466,584	57,260	41,594	63.7	2,892,976	1,300,261	496	21	89	14.7
Central Western Region	Chic., St. P., Minn. & Omaha.....	1950	1,606	201,032	209,063	12,132	4,950	61.1	355,631	153,246	69	..	39	36.1
	.....	1949	1,606	207,758	221,535	12,028	4,991	67.1	348,987	160,274	81	3	31	27.0
	Duluth, Missabe & Iron Range.....	1950	564	31,239	32,648	1,555	469	54.9	32,679	15,099	19	17	22	37.9
	.....	1949	575	34,610	34,865	356	558	54.2	40,743	18,113	22	12	19	35.8
	Great Northern.....	1950	8,221	928,884	927,840	45,602	28,202	71.3	1,866,088	850,523	308	52	62	14.7
	.....	1949	8,222	962,524	964,040	45,133	31,733	69.2	2,132,422	984,941	333	60	62	13.6
	Minneapolis, St. P. & St. St. M.....	1950	4,179	358,364	363,843	4,638	9,720	65.8	635,984	287,487	99	..	21	17.5
	.....	1949	4,179	377,631	388,282	9,645	10,774	65.7	716,040	329,396	118	..	15	11.3
	Northern Pacific.....	1950	6,593	687,588	720,981	60,276	19,486	71.2	1,320,707	623,156	328	11	72	17.5
	.....	1949	6,593	778,278	823,728	52,047	26,060	66.6	1,817,732	851,244	333	31	55	13.1
	Atch., Top. & S. Fe (incl. G. C. & S. F. and P. and													



# Items for the Month of January 1950 Compared with January 1949

Region, Road and Year	Freight cars on line			Per Cent B.O.	G.T.M. per train-hr. and tenders	G.T.M. per train-mi. excl. locos. and tenders	Net ton-mi. per train-mile	Net ton-mi. per car-mile	Net ton-mi. per car-day	Car miles per car-day	Net daily ton-mi. per road-mi.	Train-miles per train-hour	Miles per loco. per day			
	Home	Foreign	Total													
New England Region	Boston & Maine.....	1950	2,066	8,495	10,561	4.5	36,628	2,250	911	25.4	764	44.5	4,705	16.3	93.6	
		1949	2,167	7,796	9,963	3.4	35,999	2,253	959	26.6	813	43.9	5,076	16.0	95.3	
	N. Y., N. H. & Htd.....	1950	2,169	17,219	19,388	2.3	35,725	2,424	1,019	25.3	468	27.4	4,944	14.8	78.6	
		1949	1,925	16,773	18,698	1.7	35,227	2,416	1,075	27.2	563	29.9	6,025	14.6	72.8	
	Great Lakes Region	Delaware & Hudson.....	1950	6,160	4,030	10,190	5.4	53,716	2,961	1,471	34.8	1,017	45.1	12,952	18.2	48.5
			1949	6,038	5,735	11,773	4.3	54,217	2,917	1,512	37.1	1,195	48.9	15,744	18.7	62.2
		Del., Lack. & Western.....	1950	8,255	7,443	15,698	10.9	44,805	2,966	1,275	28.0	592	31.7	9,628	15.4	79.1
			1949	7,175	9,993	17,168	4.8	45,150	2,926	1,311	30.5	712	35.7	12,492	15.7	87.6
		Erie.....	1950	13,703	14,856	28,559	8.3	56,323	3,375	1,366	26.0	854	50.4	10,886	16.8	79.7
			1949	10,668	16,319	26,987	6.6	56,093	3,411	1,410	27.5	1,043	59.3	12,637	16.5	71.0
Grand Trunk Western.....		1950	4,826	9,173	13,999	8.4	43,722	2,229	889	26.7	487	29.5	6,734	19.7	112.4	
		1949	5,051	8,076	13,127	8.4	42,512	2,133	886	27.5	510	29.0	6,892	20.1	123.7	
Lehigh Valley.....		1950	8,972	7,658	16,630	11.0	58,015	3,061	1,365	29.6	542	27.5	7,509	19.2	91.3	
		1949	10,829	8,819	19,648	12.1	55,789	2,988	1,386	32.3	610	28.8	9,866	19.0	99.2	
Central Eastern Region	New York Central.....	1950	75,718	78,064	153,782	9.2	42,129	2,413	1,056	30.7	638	34.6	9,184	17.7	80.2	
		1949	68,938	90,711	159,649	4.5	39,389	2,440	1,097	32.3	715	37.1	10,686	16.4	86.7	
	New York, Chic. & St. L.....	1950	10,896	13,844	24,740	4.3	47,642	2,610	1,097	29.4	963	52.7	11,044	18.4	89.7	
		1949	8,708	15,859	24,567	2.7	43,558	2,511	1,145	31.8	1,199	58.6	13,292	17.5	108.7	
	Pitts. & Lake Erie.....	1950	7,456	9,135	16,591	15.5	45,143	2,877	1,649	48.8	246	8.1	17,201	15.7	52.7	
		1949	6,026	10,332	16,358	7.1	51,431	3,361	1,964	49.5	369	11.6	28,104	15.3	73.5	
	Wabash.....	1950	8,144	12,850	20,994	3.2	48,660	2,302	924	26.0	821	48.1	7,106	21.4	95.3	
		1949	7,394	11,877	19,271	3.5	44,355	2,193	930	27.6	974	51.3	7,782	20.4	108.3	
	Baltimore & Ohio.....	1950	57,086	32,348	89,434	13.2	36,137	2,609	1,219	35.1	690	32.5	10,061	14.1	65.8	
		1949	53,537	36,989	90,526	7.0	35,070	2,640	1,271	36.7	832	37.5	12,393	13.5	74.7	
Pacifi- c Northwest Region	Central of New Jersey.....	1950	1,038	7,824	8,862	9.2	36,665	2,752	1,395	36.9	306	12.8	6,476	13.7	70.6	
		1949	907	8,723	9,630	6.0	38,850	2,890	1,475	39.0	335	13.8	8,299	14.0	70.4	
	Central of Pennsylvania.....	1950	2,094	2,281	4,375	18.4	40,489	2,950	1,491	37.5	546	23.2	12,411	14.6	56.9	
		1949	2,209	2,773	4,982	7.7	37,457	2,699	1,419	40.0	696	27.7	15,998	14.8	65.5	
	Chicago & Eastern Ill.....	1950	2,721	3,622	6,343	7.9	36,536	2,244	1,036	30.6	671	33.4	4,566	16.4	115.2	
		1949	2,215	3,141	5,356	7.9	39,874	2,376	1,164	33.5	998	44.9	5,761	16.9	71.7	
	Elgin, Joliet & Eastern.....	1950	7,878	9,080	16,958	2.8	21,144	2,712	1,428	41.0	231	8.9	16,672	8.1	97.5	
		1949	6,658	10,929	17,587	1.9	18,197	2,881	1,540	41.8	262	9.7	20,046	6.7	107.5	
	Pennsylvania System.....	1950	123,670	83,377	207,047	19.3	42,420	2,826	1,264	31.7	500	25.8	10,742	15.5	66.8	
		1949	139,806	96,514	236,320	8.6	39,487	2,813	1,320	34.9	601	28.9	14,427	14.5	77.9	
Southern Region	Reading.....	1950	16,778	14,259	31,037	9.5	32,658	2,555	1,304	38.9	446	19.0	11,022	12.8	64.6	
		1949	15,040	18,607	33,647	5.4	36,993	2,931	1,555	43.1	634	24.4	15,878	12.6	73.9	
	Western Maryland.....	1950	7,901	2,672	10,573	1.8	37,362	2,725	1,448	42.7	664	25.2	7,743	13.9	36.7	
		1949	6,298	2,963	9,261	1.4	42,181	3,168	1,728	45.6	1,219	44.2	12,954	13.5	57.2	
	Chesapeake & Ohio.....	1950	57,870	20,686	78,556	8.6	53,653	3,213	1,689	43.6	796	32.3	12,559	16.9	61.4	
		1949	56,024	21,325	77,349	3.7	54,832	3,496	1,912	46.8	1,177	44.5	18,296	15.9	80.8	
	Norfolk & Western.....	1950	38,659	6,504	45,163	4.6	61,263	3,763	1,984	44.8	843	31.9	17,869	16.5	73.6	
		1949	35,066	6,327	41,393	5.3	65,423	4,005	2,170	48.0	1,227	44.7	24,684	16.5	93.9	
	Atlantic Coast Line.....	1950	14,841	16,149	30,990	4.4	29,601	1,871	812	30.1	741	40.2	4,141	15.9	75.1	
		1949	11,172	17,497	28,669	3.4	30,178	1,804	786	30.4	855	46.2	4,342	16.8	74.9	
Northwestern Region	Central of Georgia.....	1950	3,729	4,795	8,524	8.2	30,285	1,716	782	29.9	790	38.0	3,683	17.7	81.9	
		1949	2,921	5,772	8,693	7.5	30,110	1,663	792	31.5	873	38.7	4,132	18.2	91.6	
	Gulf, Mobile & Ohio.....	1950	5,153	9,404	14,557	2.9	56,697	2,784	1,306	30.3	923	42.9	4,687	20.4	155.8	
		1949	3,931	10,567	14,498	1.9	54,999	2,955	1,453	31.9	1,080	45.9	5,364	18.7	90.1	
	Illinois Central.....	1950	27,214	25,337	52,551	2.0	42,279	2,437	1,114	33.0	953	46.1	7,592	17.7	77.5	
		1949	22,995	30,927	53,922	2.4	43,208	2,441	1,150	33.5	999	47.6	7,982	17.9	77.9	
	Louisville & Nashville.....	1950	41,786	12,393	54,179	10.2	30,369	1,907	948	36.0	645	28.9	7,316	16.0	92.5	
		1949	36,490	14,494	50,984	3.8	30,134	1,876	963	37.7	841	35.5	8,874	16.1	105.0	
	Nash., Chatt. & St. Louis.....	1950	3,486	4,004	7,490	11.1	36,724	1,822	840	29.4	654	31.2	4,653	20.2	107.9	
		1949	1,554	4,341	5,895	4.4	34,690	1,665	785	29.7	941	42.4	5,632	20.9	107.7	
Southwestern Region	Seaboard Air Line.....	1950	11,930	14,417	26,347	3.7	38,881	2,265	972	30.4	882	46.5	5,509	17.5	90.7	
		1949	9,083	14,929	24,012	1.0	38,019	2,178	959	31.6	1,053	52.8	5,867	17.9	97.8	
	Southern.....	1950	17,838	28,481	46,319	4.6	35,140	2,055	885	28.0	748	41.0	5,403	17.2	73.6	
		1949	15,842	28,831	44,673	3.5	32,068	1,849	820	29.1	819	42.5	5,766	17.5	75.7	
	Chicago & North Western.....	1950	23,296	29,301	52,597	3.7	34,211	2,274	949	29.5	458	25.0	2,974	15.8	65.6	
		1949	22,249	30,688	52,937	2.9	30,851	2,129	939	30.6	491	24.4	3,156	15.3	70.8	
	Chicago Great Western.....	1950	1,932	5,604	7,536	3.0	61,309	3,460	1,442	27.4	1,043	58.5	5,111	17.8	119.7	
		1949	1,816	5,892	7,708	3.7	47,098	3,042	1,311	28.8	1,071	56.9	5,177	15.5	94.5	
	Chic., Milw., St. P. & Pac.....	1950	35,849	31,458	67,307	2.0	33,635	2,208	955	29.4	541	29.0	3,267	15.4	73.2	
		1949	29,059	31,892	60,951	1.6	31,707	2,100	944	31.3	673	33.8	3,934	15.3	88.5	
Central Western Region	Chic., St. P., Minn. & Omaha.....	1950	990	7,171	8,167	5.1	23,078	1,820	784	31.0	602	31.8	3,078	13.0	71.7	
		1949	1,355	7,158	8,513	4.4	22,878	1,746	802	32.1	630	29.2	3,219	13.6	70.9	
	Duluth, Missabe & Iron Range.....	1950	14,467	759	15,226	3.3	14,128	1,112	514	32.2	32	1.8	864	13.5	22.8	
		1949	14,531	634	15,165	4.1	16,350	1,226	545	32.5	39	2.2	1,016	13.9	25.5	
	Great Northern.....	1950	26,743	17,889	44,632	4.9	30,694	2,035	927	30.2	637	29.6	3,337	15.3	78.8	
		1949	24,651	16,644	41,295	3.5	34,019	2,233	1,032	31.0	746	34.7	3,864	15.4	76.1	
	Minneap., St. P. & S. St. M.....	1950	7,274	7,957	15,231	7.9	31,225	1,794	811	29.6	640	32.9	2,219			





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## GENERAL NEWS

### Fort, Parmelee Testify

(Continued from page 53)

paring the railroad ratio of net income to net worth with that of other industries. In 1948 these ratios, indicating the "return on net worth," were 5.4 per cent for the railroads and 18.9 per cent for manufacturing industries as a group. For public utilities the rate was 8.4 per cent. In another place, the B.R.E. director warned that a low level of railroad earnings is "cause for apprehension" under present conditions of "high level" business activity. He also noted that in 1949, only 5.1 cents out of each dollar of gross was carried to net income. The average for the 1926-30 period was 12.2 cents, but it was only 8.4 cents during the war years.

This small margin of profit has "special significance in view of the large investment required in the railroad industry to produce one dollar of annual operating revenue," Dr. Parmelee continued. Using 1947 figures, which were the latest available, he proceeded to show that the railroad's investment per dollar of gross was then \$2.64. For the "four subsidized carriers," he gave the following comparable figures: Motor carriers of freight, 27 cents; motor carriers of passengers, 42 cents; water carriers, 83 cents; air carriers, 86 cents.

#### Profit Spread Thin

These figures, as Dr. Parmelee interpreted them, showed that "each dollar of railroad revenue must service a much larger investment in railroad facilities than in the case of the subsidized carriers—from 3 to nearly 10 times as much." Thus, he added, "the margin of railroad profit is spread much thinner" than in the case of the "subsidized" agencies.

Other data discussed by the B.R.E. director showed how the net working capital of the railroads has declined, and supported his assertions to the effect that the financial difficulties of the railroads are not due to lack of technological progress; nor to "overcapitalization"; nor to "a growing burden of debt." In the latter connection, Dr. Parmelee calculated that interest on funded debt took only 4.2 cents per dollar of gross in 1949 as compared with 12.6 cents in 1939 and 1940. Total fixed charges, which amounted to \$654 million in 1932, were down to \$421 million in 1949, a drop of 36 per cent.

On the basis of other figures, Dr. Parmelee drew conclusions holding that the railroads have pursued a "most conservative policy as to dividends," made "impressive gains in operating efficiency," and "great gains in operating safety." These gains, he said, "are the direct result of capital expenditures for additions to and betterments of the railroad plant."

Next, he proceeded to consider the underlying reasons why an industry so efficiently operated finds itself in the "anomalous situation" of "not making enough money to attract the continued

investment which is necessary if the nation is to continue to enjoy adequate and dependable transportation." In listing the causes of this situation, Dr. Parmelee first mentioned "the greatly increased cost of railroad operation." He went on to assert, however, that the "competitive situation is perhaps the most serious" of such causes, "because it imposes a grave obstacle to the ability of the railroads to keep their revenues in line with their mounting costs."

"The only solution of the problem," he said in summarizing, "is elimination of subsidies as rapidly as feasible. Only in that way can transportation as a whole be placed on an equitable basis of competition and coordination. . . . The great difficulty of the railroads today is that of obtaining increased revenue, which can only come from increased volume of traffic at existing or lower rates, or from increased rates on the existing volume of traffic. Both these sources of needed revenue are seriously impeded by existence of subsidized competition which the railroads now have to meet. Their subsidized competitors, because they do not have to derive their full expenses from their patrons, are able to offer artificially low rates and thus draw from the railroads a portion of the traffic volume which the railroads need."

#### Argentine Mission Studying American Railroad Methods

Ten officers and technicians of the Argentine Railway System are now in the United States studying the possibilities of adapting modern American railroad practices to the Argentine system.

Through arrangements made by the Association of American Railroads, this group, headed by Col. Jose Roberto Zubieta, president of the Argentine Railway Board, will visit railroads and allied organizations to study train operations, track maintenance, repair shops, accounting and railway equipment. The group has already observed operation of radar-equipped tugs in New York harbor and inspected various installations around New York terminals of the Lehigh Valley, the New York Central, the Pennsylvania and the New York, New Haven & Hartford. Its itinerary also includes visits to Pennsylvania shops at Altoona, Pa., to Pullman shops in Chicago, and to the Diesel locomotive plant of General Motors in La Grange, Ill.

#### Crowley Finds Railroads Caught in Tightening Vise

A "squeeze play" which has placed the railroads between Presidential fact finding bodies and the Interstate Commerce Commission, was described by Leo T. Crowley, chairman of the board of the Chicago, Milwaukee, St. Paul & Pacific, at a luncheon of the Omaha (Neb.) Chamber of Commerce on March 28. Speaking in connection with the celebration of the Milwaukee's centennial year, Mr. Crowley said:

"Because of the abuses that arose from the monopolistic status of the railroads

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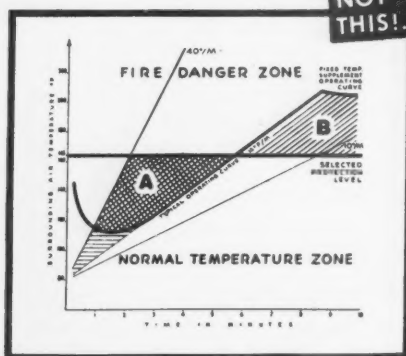
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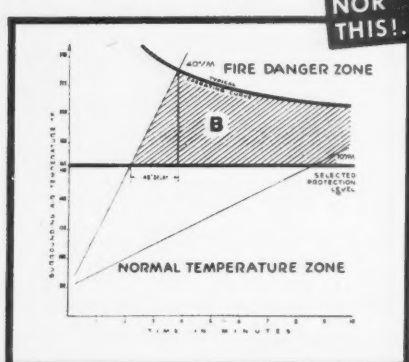


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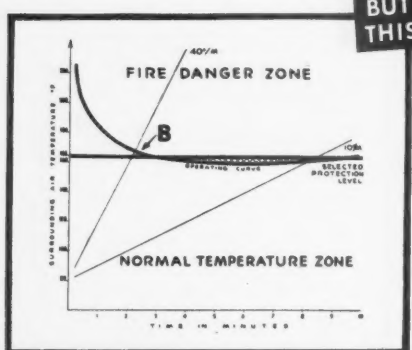
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in the settlement period of the West, we began the treatment to cure their ills, which has continued through the years and, like Tennyson's brook, is apparently going to go on forever. That is, unless the patient through exhaustion first dies from the treatment.

"Actually, few industries experience the difficulties of the railroads in exercising the prerogatives of management, squeezed as they are between the edicts of Presidential fact finding bodies, telling them the wage rates to be paid their employees, and in many cases the rules that are to govern their employment, and a governmental body — the I.C.C. — dictating the charges to be made for their transportation services, without any coordination or correlation of decrees or directives of the two bodies. And both bodies apparently think that the balancing of income and outgo is solely the railroad's own problem, because, while the mandate of the one prescribing outgo is generally retroactive to the date the enhancement of the wage rates was requested, the prescript of the other increasing income is invariably very much in arrearage.

"The railroads do not ask for or advocate the imposition of the many regulations on their transportation competitors that they are burdened with. Rather do they ask for the removal of some of these regulations of their own activities and the establishment of fair and impartial regulations of all modes of transportation, eliminating unjust discriminations, undue preferences or advantages or unfair or destructive competitive practices as stated in the declaration of national transportation policy by Congress at the opening of the 1940 revision of the Interstate Commerce Act."

### "Fix Up L.C.L. Service," Advisory Board Asks

A resolution urging on top railroad management "drastic action in uppermost levels in an effort to find the solution to the L.C.L. problem" was passed by the Trans-Missouri-Kansas Shippers' Board at its 28th annual meeting in St. Louis, Mo., on March 22. The resolution carried in it an invitation to other advisory boards to take like action with carriers in their respective territories.

Following the business session, the board joined with the Traffic Club of St. Louis in a luncheon at which Robert J. Bayer, editor of Traffic World, gave an address, "The Silent Disaster," dealing with waste of income and production through loss and damage of freight shipments.

### P. R. R. One-Entree Meals Popular; Now on Four Trains

The Pennsylvania on March 27 expanded its new single-entree meal service to the New York-Chicago all-coach "Trail Blazer." This action was taken after a poll on three trains, which had previously instituted the new service, indicated that 90 per cent of passengers served approved of the single-entree meals. The service has been offered experimentally on the "Jeffersonian," streamlined overnight coach train between New York and St. Louis, Mo. (see *Railway Age* of February 4, page 60), and on two



New York-Washington, D. C., trains, the "President" and the "Embassy." Of more than 1,200 passengers who filled in questionnaires on those trains, the road said, 60 per cent approved the service generally, 30 per cent were enthusiastic, 2 per cent were mildly critical and 8 per cent objected.

The P.R.R. is explaining to passengers in a leaflet that standard dining car operation is inherently expensive compared with that of stationary restaurants, entailing heavy losses which would be offset only by charging prohibitive prices. The new service offers complete meals featuring only one entree—the main meat or fish course—at prices 30 to 40 per cent below those charged in regular dining car service. It replaces conventional service on the "Jeffersonian" and "Trail Blazer" and is offered in addition to regular service on the "President" and "Embassy."

### New Akron Station to Be Dedicated April 28

The new Akron, Ohio, union passenger station will be dedicated on April 28, according to J. A. Appleton, president of the Akron Union Passenger Depot Company and vice-president of the Pennsylvania.

The new station is owned jointly by the Baltimore & Ohio and the Pennsylvania, and officers of both railroads will be in Akron for the ceremonies.

### Railroaders Living Longer?

Longer life, and longer retirement, are in store for the railroader of today, according to a recent study of life-expectancy figures made by the Railroad Retirement Board. Comparing new figures with those of a generation ago, the board points out that the trend toward greater life expectancy has brought greater benefits to railroad workers because of longer periods of retirement payments. Currently, men who retire at 65 have an average of 13 years of life ahead of them. Out of 100 men retiring at this age, 82 will live to 70, forty will reach 80, and nine will live to 90.

### Competition Can Regulate Today's Transport — Roddewig

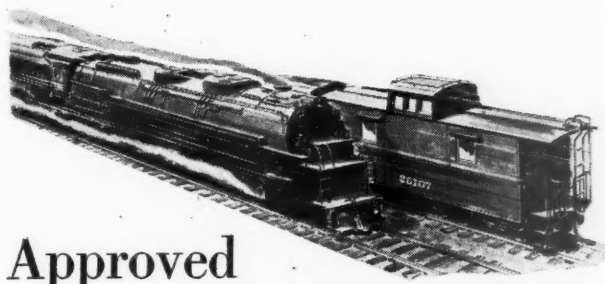
Citing emergence of truck, air and pipe lines into fields of transport formerly dominated by railroads and waterways, C. M. Roddewig, president of the Chicago & Eastern Illinois, in an address to the alumni association of the College of Advanced Traffic on its 25th anniversary, suggested that the "shackles" of the Interstate Commerce Act could be removed and the transport industry regulated entirely by forces of competition.

"The changes since 1887 [he said in part] in forms of available transport have made it so that competition, and competition alone, is now capable of regulating the industry to the extent necessary to safeguard adequately the public interest. . . . While I am no authority on the problems of our competitors, it seems to me that the brightness of the years ahead for them might possibly be dimmed by

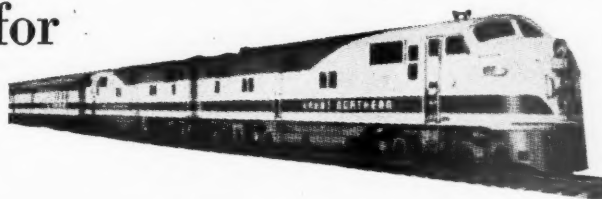
questions of a political nature. To illustrate: railroads, over the years, have built, maintained and owned their own rights-of-way. Those rights-of-way can be expanded and strengthened so as to accommodate a heavy density of traffic and heavier loads. The railroads can do this with minimum interference from the government. The same cannot be said of the motor carrier, the air carrier, or the water carrier. The motor carrier, so long as he uses public highways, will always be confronted with traffic considerations over which he has no control, and must load his vehicles and otherwise restrict the volume of traffic that he can put behind one unit of power so as not to conflict with standards prescribed by some-

one else for use of his roadway. Air lines must always conform their operations to standards prescribed by those who own the airports from which they operate. The water carrier likewise, as the user of someone else's property, will be required in future to conform its operations to the wishes of someone else."

Mr. Roddewig concluded by saying that the railroads ask only for a chance "to compete in the market place for the traffic that is offered without undue restrictions or interference from the government. We will give shippers a vigorous railroad transportation plant that has kept pace with our expanding economy."



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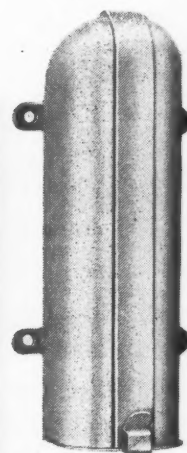
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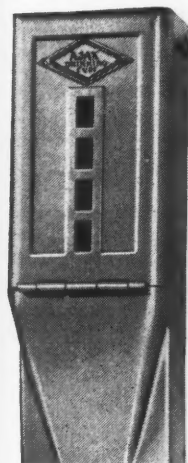
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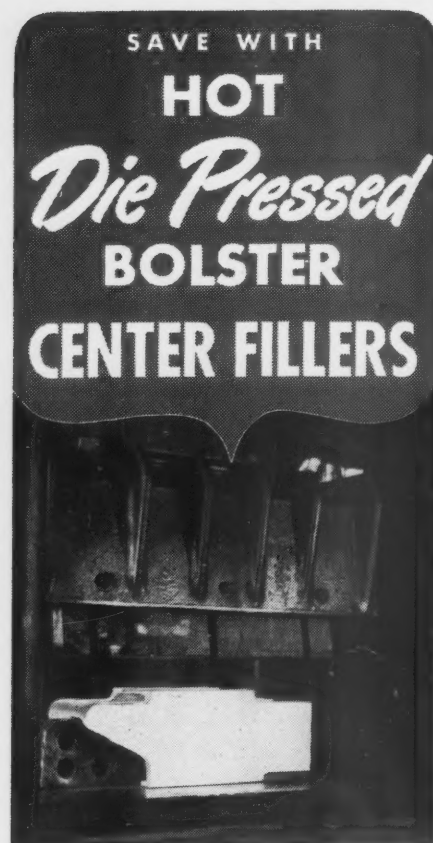
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## CURRENT PUBLICATIONS

### FILMS

*Easy on the Eyes*, 35-mm. sound slide-film and 16-mm. motion picture film. Produced by National Safety Council, 20 N. Wacker dr., Chicago 6.

Designed to inspire a more persistent desire to wear safety glasses where working conditions warrant, "Easy on the Eyes" has been made available in both motion picture and slide-film versions. Each depicts the value of sight to the individual and the simplicity by which accidents occur that result in its total loss or permanent damage. Case histories are portrayed, and testimony of accident victims is combined with preventive information and description of safety glasses and appliances for different specific jobs. Both versions of the film are available for purchase, rental or preview.

"California Zephyr," 16-mm., sound, color. Available without charge to service clubs, schools, churches and similar organizations by writing the public relations department, Western Pacific, 526 Mission st., San Francisco 5, Cal.

This full-color, sound motion picture depicts the entire journey from Chicago to San Francisco aboard the "California Zephyr." Much of the Rocky Mountain and Feather River Canyon scenery was photographed from the train's vista-domes. Life aboard the train is also shown.

### TRADE PUBLICATIONS

*Modernization of Steam Generators*, 20 pages. Published by the Vapor Heating Corporation, Railway Exchange bldg., Chicago 4.

Bulletin No. 520, Revision A, visually describes in detail the latest engineering improvements made on various devices used on Vapor-Clarkson steam generators. It shows the steps to be taken by railroads to bring their older models up to a reliability comparable to that available in the newest type units.

*Douglas Fir Plywood*, 20 pages, illustrations. Published by Douglas Fir Plywood Association, Tacoma bldg., Tacoma 2, Wash.

*Plywood Today*, 40 pages, illustrations. Reprinted from American Builder, January, 1950, by Douglas Fir Plywood Association, address as above.

These two publications deal with the physical properties, uses, and application of plywood of both exterior and interior types.

### PERIODICAL ARTICLES

*The Impact of Air Freight on Surface Transportation*, by Robert S. Henry. Reprinted from the Symposium on Air Cargo, Published as the Winter, 1950, issue of Law and Contemporary Problems, Duke University School of Law, Durham, N. C.

Col. Henry's conclusions are that:

1. Air freight, in existence only about three years, attained a volume of 118 million ton-

miles in 1948. This compares with 648,000 million ton-miles by rail and 1,006,000 million ton-miles by all forms of intercity commercial surface transportation in that year.

2. Air transportation is inherently a costly form of movement, because power must be expended to lift and sustain as well as to move the load. In addition, movement to and from airports—usually at a considerable distance from business districts, through urban traffic—and loading and stowage on the plane are added cost factors. Such factors of higher cost may be partly offset in occasional instances by more direct airline distances and lessened packing requirements.

3. Air freight competition with surface carriers thus far has been conducted at prices below operating costs.

4. Costs of air freight movement to date include only those costs directly borne by the carriers—they do not include costs borne by the general public in the form of subsidies of various kinds.

5. Until all costs of air transport are paid by air carriers—or at least are fully known and recognized for what they are—there can be no conclusive determination of the place of air freight in the transportation picture, on the basis of its relative economy and efficiency.

6. Failing some invention or discovery, not now foreseen, which will greatly reduce costs of air movement, it seems improbable that on an economic basis air freight can seriously affect the volume of traffic or the rates of surface carriers.

*Why the Iron Horse is a Sick Horse*. Newsweek, February 13, 1950. Published at 152 W. 42nd st., New York 18. Single copies, 20 cents.

In attempting to answer the question posed in the title of this article, Newsweek's editors and staff writers cite overregulation, forced continued operation of money-losing branch lines, low mail rates, and the long delays by the Interstate Commerce Commission in granting rate increases to compensate for wage and price increases.

*Chicago—Crossroads of America*, by Arthur Carlson. A reprint of an article which appeared in the Chicago Schools Journal. Obtainable from George Crowson, assistant to president, Illinois Central, 135 East Eleventh pl., Chicago 5. Free.

This is a crisp, fact-packed historical sketch of Chicago railroads from the beginning of the Illinois railway era in 1837 to the present day.

### PAMPHLET

*Handling Potatoes*, 64 pages, illustrations. Available through the Agricultural Development department, Union Pacific, Omaha 2, Neb.

A study of harvesting, storing and shipping potatoes, made by the U. P. in an effort to reduce crop losses from factors largely within the control of potato growers and handlers. Combining information contained in three earlier U. P. booklets with new material, this booklet includes numerous illustrations and charts which enable a better understanding of important problems of potato handling.